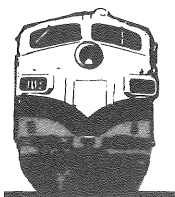


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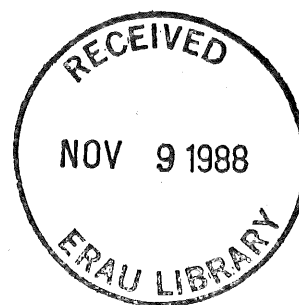
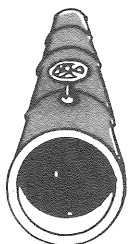
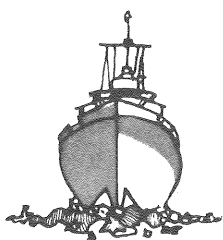
NATIONAL TRANSPORTATION SAFETY BOARD



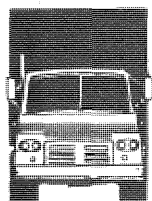
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

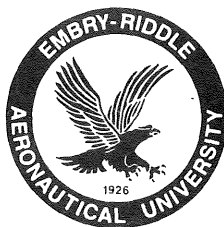
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1986 ACCIDENTS**



NTSB/AAB-88/02



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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-88/02		2. Government Accession No. PB88-916902		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1986 - Issue Number 12				5. Report Date March 30, 1988	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1986 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p 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	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 427	
				22. Price	

Doc.
NTSB
AAB
88/02
1986
Issue 12

FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 12

CALENDAR YEAR 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2201	26784	090186	SO. BERWICK, ME	GRUMMAN	AA-5A	NONE	224
2202	149Q	062586	NEW YORK, NY	ENSTROM	F-28A	NONE	302
2203	3649J	083186	BUTLER, PA	CESSNA	150	SERIOUS	338
2204	6455G	081286	SPRINGFIELD, VT	CESSNA	150	NONE	382
2205	52EG	102986	BRATTLEBORO, VT	BELL	206B	FATAL	384
2206	739SV	122286	MIDDLEBURG, FL	CESSNA	172N	FATAL	140
2207	61438	101586	GREENVILLE, MA	CESSNA	185	FATAL	204
2208	4921X	060786	HICKORY RIDGE, AR	ROCKWELL	S-2R	NONE	20
2209	11753	060486	NEVADA, IA	CESSNA	150L	NONE	148
2210	56685	020386	WEST ALTON, MO	PIPER	PA-32-300	NONE	252
2211	66353	070486	CHENEY, KS	BEECH	C23	NONE	176
2212	84136	122786	FT. LAUDERDALE, FL	PIPER	PA-34	FATAL	142
2213	5509X	050986	ALMYRA, AR	AERO COMMAND	S2R	NONE	18
2214	5082H	040286	BREWER, ME	PIPER	PA-11	SERIOUS	222
2215	89813	102186	FREDERICKTOWN, MO	CESSNA	C-152	FATAL	254
2216	2349U	112686	KENNEWICK, WA	CESSNA	172D	MINOR	386
2217	6625U	102786	HILLSBORO, OR	MOONEY	M20D	MINOR	324
2218	2NV	101286	BOULDER CITY, NV	BLANIK	L-13	SERIOUS	296
2219	8184F	101386	PERRYDALE, OR	CESSNA	150	MINOR	322
2220	2762U	041086	MOJAVE, CA	CESSNA	172D	NONE	52
2221	91797	102286	GILA BEND, AZ	CESSNA	182M	SERIOUS	38
2222	9206D	102086	BIG BEAR CITY, CA	PIPER	PA-22-160	NONE	104
2223	18737	101886	PACOIMA, CA	CESSNA	150L	MINOR	102
2224	74739	102286	BUFFALO, WY	MOONEY	M20B	FATAL	406
2225	9099V	050486	LA VERNE, CA	MOONEY	M20C	NONE	66

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2226	2750Z	043086	VACAVILLE, CA	SCHWEIZER	SGS 2-32	NONE	62
2227	2674Z	092186	BROOMFIELD, CO	CESSNA	185C	SERIOUS	126
2228	734XX	072486	WEST BRANCH, MI	CESSNA	172N	NONE	228
2229	63069	072286	INDIANAPOLIS, IN	CESSNA	150	NONE	170
2230	13363	062986	LAKE GEORGE, MN	TAYLORCRAFT	BC-12D	SERIOUS	242
2231	64	092986	LIBERAL, KS	ROCKWELL	NA-265-80	NONE	184
2232	49606	080386	ALAMO, CA	BELL	206B	FATAL	88
2233	3577U	122486	MOBILE, AL	PIPER	PA-34-200T	MINOR	16
2234	6795Z	070886	GOSHEN, NY	PIPER	PA-25-235	NONE	304
2235	5878T	120786	HAMMONTON, NJ	CESSNA	185D	FATAL	288
2235	6930U	120786	HAMMONTON, NJ	MOONEY	M20C	FATAL	290
2236	5988Q	110486	JOHNSON, AR	MOONEY	M20D	NONE	24
2237	5195H	102786	OAKLEY, KS	CESSNA	185	NONE	186
2238	34956	060286	MERCEDES, TX	NORTH AMERIC	S2-R	NONE	356
2239	196MS	052286	GEORGETOWN, TX	SOWARD	RUTAN LONG	FATAL	354
2240	7321Z	062386	MARKSVILLE, LA	PIPER	PA-25-235	SERIOUS	190
2241	7280Y	042686	COOLIDGE, AZ	PIPER	PA-30	NONE	30
2242	28891	041586	BEAUMONT, CA	PIPER	PA-28-181	FATAL	56
2243	5150B	041386	SNELLINGS, CA	CESSNA	152	NONE	54
2244	7338F	042786	COLUMBIA, CA	CESSNA	172N	NONE	60
2245	777SK	050386	BANNING, CA	SCHWEIZER	SGS 1-26E	NONE	64
2246	6740Q	052086	PORT O'CONNOR, TX	GRUMMAN	G-164B	NONE	350
2247	2733Q	112286	BALTIMORE, MD	CESSNA	182K	SERIOUS	220
2248	42P	111986	BECKLEY, WV	BEECH	BE-55	NONE	402
2249	80503	070686	HAVASU LAKE, CA	CESSNA	172M	FATAL	84

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2250	1502F	112986	ST. PAUL, MN	CESSNA	185D	NONE	248
2251	666GK	010886	SANTA ROSA, CA	BEECH	D-50	FATAL	44
2252	8156C	110886	BLOOMINGTON, IL	PIPER	PA-34-200T	NONE	162
2253	54314	072986	STURDEVANT, WI	WHEELER	GOLD WING	NONE	390
2254	44331	042286	SPRING VALLEY, NY	PIPER	PA-28-140	SERIOUS	298
2255	29849	032986	PORTAGE, WI	CESSNA	177	FATAL	388
2256	1411W	052086	LOS ANGELES, CA	BELL	206B	MINOR	70
2257	8390F	120986	ZEPHYRHILLS, FL	HUGHES	369HS	FATAL	138
2258	67H	102386	ANCHORAGE, AK	ARCTIC TERN	PRIVATEER	NONE	10
2259	13650	052686	CAIRO, NY	CESSNA	172M	FATAL	300
2260	8161K	111286	DETROIT, MI	PIPER	PA-34-220T	NONE	234
2261	6096C	110886	BELVIDERE, IL	CESSNA	310R	NONE	160
2262	1631E	111786	BETHALTO, IL	CESSNA	172N	SERIOUS	164
2263	40754	081686	LINDEN, MI	PIPER	PA-28-140	MINOR	230
2264	32858	070786	CULVER, IN	PIPER	PA-28-140	MINOR	168
2265	4875A	102586	INT'L FALLS, MN	PIPER	PA-18-150	FATAL	244
2266	37926	122786	HARRISON TWP., WI	PIPER	J3C-65	MINOR	396
2267	7680U	110486	RAMSEY, MN	CESSNA	150M	NONE	246
2268	8095F	070786	SELFRIDGE ANG, MI	CESSNA	150F	NONE	226
2269	3691H	112886	WATERTOWN, WI	MOONEY	M20K	NONE	392
2270	2357E	111686	GAYLORD, MI	PIPER	PA-38-112	MINOR	236
2271	9843Y	111886	KANKAKEE, IL	CESSNA	T210N	NONE	166
2272	3220H	062386	PLANADA, CA	ERCOUPE	415-C	MINOR	76
2273	43876	072286	SAN JOSE, CA	TAYLORCRAFT	19	NONE	86
2274	26186	070286	GARBerville, CA	HILLER	UH-12C	NONE	80

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2275	5LR	062886	WARNER SPRINGS, CA	SCHLEICHER	ASW-19	NONE	78
2276	51856	070686	VALENCIA, CA	TEXAS HELICO	OH-13H/M	SERIOUS	82
2277	107Q	101586	BAKERSFIELD, CA	BEECH	K35	NONE	100
2278	5448E	071686	SUN CITY, AZ	GROB	A103 TWIN	FATAL	32
2279	28509	060686	MARYSVILLE, CA	FAIRCHILD	24R-40	MINOR	72
2280	9674Q	110686	SHINGLE SPRINGS, CA	CESSNA	172M	NONE	108
2281	5153W	111286	SAN JOSE, CA	PIPER	PA-28-150	NONE	112
2282	10SV	083186	SANTA PAULA, CA	GREAT LAKES	2T-1A-2	SERIOUS	96
2283	71745	110186	HALF MOON BAY, CA	LUSCOMBE	8A	NONE	106
2284	91608	061686	SAN JOSE, CA	NORTH AMERIC	NAVION A	NONE	74
2285	9894T	121186	BENTON HARBOR, MI	CESSNA	T303	NONE	240
2286	753AA	120886	ANOKA, MN	CESSNA	152II	NONE	250
2287	3220L	123086	MOSINEE, WI	CESSNA	172H	NONE	398
2288	4325E	122686	MADISON, WI	PIPER	PA-38-112	NONE	394
2289	200PR	050786	PRICE, UT	GULFSTREAM	690D	FATAL	372
2290	2780L	031286	UPPER MARLBORO, MD	CESSNA	172H	NONE	208
2291	32613	041486	CAMP SPRINGS, MD	PIPER	PA-28R-200	MINOR	210
2292	9962H	030186	MANASSAS, VA	CESSNA	182R	MINOR	378
2293	3889S	110786	BILLINGS, MT	BELL	206L-3	SERIOUS	262
2294	18619	080486	REAMSTOWN, PA	CESSNA	150L	MINOR	336
2295	2447B	090186	NEW HAVEN, CT	PIPER	PA-38-112	NONE	134
2296	525TP	092886	SENECA FALLS, NY	BEECH	BE-55	NONE	312
2297	255PH	082286	NEWBURYPORT, MA	BELL	47J-2A	NONE	196
2298	3841P	083186	DENNIS PORT, MA	PIPER	PA-22-150	NONE	198
2299	6953L	111586	PHOENIX, AZ	CESSNA	310K	NONE	42

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2300	5327M	112286	WAIPAHU, HI	CESSNA	152	NONE	146
2301	269WB	112886	EL CAJON, CA	NORTH AMERIC	SNJ-4	NONE	116
2302	2209Q	121386	SAN JOSE, CA	PIPER	PA-32R-300	NONE	122
2303	73104	042586	DENVER, CO	CONVAIR	580	SERIOUS	124
2304	9612A	101986	HAMILTON, OH	CESSNA	140A	NONE	318
2304	8152	101986	HAMILTON, OH	MYERS	LITTLE TOO	NONE	320
2305	738HZ	091486	OLD MAN ARPT, NJ	CESSNA	172N	NONE	280
2306	8320A	100186	CALDWELL, NJ	PIPER	PA-28RT-20	NONE	284
2307	9422C	092486	ATLANTIC CITY, NJ	PIPER	PA-28-161	NONE	282
2308	6344S	091686	ASHBURNHAM, MA	CESSNA	150	NONE	200
2309	25592	120786	DAVIS, CA	CESSNA	152	MINOR	118
2310	7802S	022786	CATAIC, CA	BELL	47G-5	SERIOUS	46
2311	33WH	103086	ELEELE KAUAI, HI	PIPER	PA-31-350	NONE	144
2312	1625U	111186	BUCKEYE, AZ	CESSNA	T210N	SERIOUS	40
2313	128K	042186	LINCOLN, RI	CESSNA	310	FATAL	344
2314	4782F	090186	WHT SULPHUR SPR, WV	CESSNA	P206-B	FATAL	400
2315	8062A	121986	ASHEVILLE, NC	CESSNA	170B	FATAL	266
2316	69123	120686	CARLISLE, PA	CESSNA	152	FATAL	342
2317	6563L	083186	BARGAINTOWN, NJ	CESSNA	152	FATAL	278
2318	84854	071186	DURHAMVILLE, NY	AERONCA	7AC	FATAL	306
2319	6307G	030786	CRESSON, TX	CESSNA	150K	MINOR	348
2320	3168H	052186	TAYLOR, TX	AIR TRACTOR	AT301	NONE	352
2321	8776T	030286	PEPPERELL, MA	CESSNA	182	NONE	192
2322	421AR	110686	BUTTE, MT	CESSNA	421C	FATAL	260
2323	6712L	122686	LEWISTOWN, MT	PIPER	PA-18-150	FATAL	264

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2324	3263B	110386	BOZEMAN, MT	CESSNA	172M	FATAL	258
2325	1068E	122586	OVID, CO	BELLANCA	8GCBC	NONE	130
2326	7259Y	071386	ARKANSAS CITY, KS	PIPER	PA-30	NONE	178
2327	9835U	072786	AUDUBON, IA	GRUMMAN	AA-5A	NONE	154
2328	51721	041886	RIDGEFIELD, NJ	ENSTROM	F-280C	NONE	274
2329	9591M	031986	BURBANK, CA	MOONEY	M20F	NONE	48
2330	34251	091586	WESTMINSTER, MD	CESSNA	177B	MINOR	216
2331	714DA	111386	NEWARK, NJ	LOCKHEED	L1011	NONE	286
2332	32777	071686	LOCK HAVEN, PA	PIPER	PA-28-140	SERIOUS	334
2333	2276X	082186	ROCHESTER, NH	ROBINSON	R-22	MINOR	270
2334	7215P	091486	GENESEO, NY	PIPER	PA-24-250	MINOR	308
2335	5146K	091486	LAKEPORT, NY	RYAN NAVION	A	NONE	310
2336	73876	092286	E.CONWAY, NH	HILLER	UH12C	NONE	272
2337	12ZC	100586	ERWINNA, PA	EIRIAVION OG	PIK-20E	NONE	340
2338	1515B	081586	NANTUCKET, MA	LUSCOMBE	8A	SERIOUS	194
2339	6090J	101486	CROTON ON HUD., NY	CESSNA	172	FATAL	314
2340	1429H	121086	HAYWARD, CA	PIPER	PA-28-235	MINOR	120
2341	50CS	110986	PERRIS, CA	SCHWEIZER	SGS 2-33	NONE	110
2342	4520D	112186	FULLERTON, CA	GULFSTREAM	AA-5B	SERIOUS	114
2343	2122B	081486	MARBLE CANYON, AZ	LUSCOMBE	8F	FATAL	34
2344	5066Z	091486	EL MONTE, CA	PIPER	PA-22-108	SERIOUS	98
2345	7373H	081486	CHESTER, CA	CESSNA	A185F	NONE	94
2346	8245G	062786	TEMPLE, TX	CESSNA	A188B	NONE	360
2347	8905Q	062786	TIVOLI, TX	AYRES	S2R-600	NONE	362
2348	25SG	080686	UVALDE, TX	ROLLADEN-SCH	LS-6	NONE	368

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
2349	600CA	080286	GEORGETOWN, TX	COLLINS CHAR	KR-2	FATAL	366
2350	4319G	072786	STANTON, TX	MCCULLOCH	J-2	NONE	364
2351	2782A	061386	SLIDELL, TX	REPLIEA 78 R	FOKKER DV	FATAL	358
2352	4475F	120686	PETERSBURG, TX	PIPER	PA-28R-200	FATAL	370
2353	50BD	092186	ALBUQUERQUE, NM	BEECH	V35	NONE	292
2354	327BA	092486	GALESBURG, IL	FAIRCHILD	SA-266TC	NONE	158
2355	8529D	081786	FRASER, MI	PIPER	PA-22-150	SERIOUS	232
2356	2335Q	111186	LAPORTE, IN	BEECH	23	NONE	174
2357	48209	112986	CAPAC, MI	HILLER	UH-12B	NONE	238
2358	9181F	090686	WATERLOO, AL	HUGHES MCDON	369HS/H-50	NONE	14
2359	50443	080886	VAN NUYS, CA	BELLANCA	7GCBC	NONE	90
2359	443E	080886	VAN NUYS, CA	CHAMPION	7KCAB	NONE	92
2360	5444W	061686	MICHELLVILLE, MD	PIPER	PA-28-160	SERIOUS	212
2361	662	100386	PATUXENT RIVER, MD	BEECH	D-45 (T-34	NONE	218
2362	3269X	092786	MERIDIAN, MS	MCCOY ROBERT	BREEZY	SERIOUS	256
2363	6561B	062986	TITUSVILLE, FL	MOONEY	M20A	MINOR	136
2364	8549R	042686	LOWER LAKE, CA	BELLANCA	14-19-3A	NONE	58
2365	36TS	112986	STEAMBOAT SPRGS, CO	BEECH	A36TC	FATAL	128
2366	5153K	122986	CENTRAL, UT	CESSNA	172N	SERIOUS	376
2367	3898U	120386	JAMESTOWN, TN	BELL	206L-1	FATAL	346
2368	40782	050486	WAUSEON, OH	PIPER	J3	NONE	316
2369	25SA	101086	LOWER LOON, ID	BRITTEN NORM	BN-2A-20	NONE	156
2370	7581Q	121786	MEDFORD, OR	CESSNA	T310Q	NONE	326
2371	11537	122686	LEBANON, OR	CESSNA	150L	NONE	328
2372	2270C	100786	DOLAN SPRINGS, AZ	ROBINSON	R-22	NONE	36

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2373	91301	040486	NOVATO, CA	PIPER	PA-38-112	NONE	50
2374	994C	050986	RIVERSIDE, CA	STINSON	108-3	NONE	68
2375	65184	102986	GALLUP, NM	CESSNA	172P	SERIOUS	294
2376	7562W	070686	SEVEN VALLEYS, PA	PIPER	PA-28-180	FATAL	332
2377	769WM	112286	NO. ANDOVER, MA	BOEING STEAR	75	SERIOUS	206
2378	195B	101486	BEVERLY, MA	BEECH	E-90	MINOR	202
2379	2254X	090686	WEST LAFAYETTE, IN	HUGHES	500 (369HS	MINOR	172
2380	78475	122786	GILCREST, CO	PIPER	PA-12-150	FATAL	132
2381	8216V	110686	CHEYENNE, WY	PIPER	PA-32-301T	SERIOUS	408
2382	5083L	102286	PEMBROKE, KY	CESSNA	152 II	FATAL	188
2383	9756Q	082186	INDIAN HEAD, MD	PIPER	601P	NONE	214
2384	52137	081986	HINCHINBROOK IS, AK	CESSNA	177RG	FATAL	6
2385	736UF	112286	CAMDEN, AR	CESSNA	177XP	NONE	28
2386	3442W	082686	WILSON, KS	PIPER	PA-32-260	NONE	182
2387	5924	082486	HUTCHINSON, KS	SCHEIBE	BERGFALKE	NONE	180
2388	5376F	082486	BERTRAND, NE	PIPER	PA-28-151	NONE	268
2389	704VE	071186	CLIFTON, VA	CESSNA	150M	NONE	380
2390	5694X	072886	DUMAS, AR	AERO COMMAND	S-2R	NONE	22
2391	4773D	070786	DAVIS CITY, IA	CESSNA	182A	NONE	150
2392	2727A	082886	LANDER, WY	CESSNA	441	FATAL	404
2393	31637	071986	SHELD AHL, IA	WHITTMAN	WD (BIGX)	FATAL	152
2394	149AA	110786	TEXARKANA, AR	BEECH	E18S	FATAL	26
2395	95248	102486	UNALAKLEET, AK	TAYLORCRAFT	BC-12D	NONE	12
2396	2913C	080186	ANCHORAGE, AK	CESSNA	180	NONE	2
2396	757VW	080186	ANCHORAGE, AK	CESSNA	152	NONE	4

File Order Listing - Issue No. 12, 1986

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2397	9049Z	090886	UMIAT, AK	PIPER	PA-18	FATAL	8
2398	19224	112586	ST. GEORGE, UT	CESSNA	150	NONE	374
2399	97299	052286	WEST MILFORD, NJ	MOONEY	M20K	FATAL	276
2400	100WZ	051486	EPHRATA, PA	ENSTROM	F-28C	NONE	330

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 12 OF 1986 ACCIDENTS

Brief of Accident

File No. - 2396 8/01/86 ANCHORAGE, AK A/C Reg. No. N2913C Time (Lcl) - 1531 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	MERRILL
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 60
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 3700
SE LAND	Months Since - 28	Last 24 Hrs - UNK/NR
	Aircraft Type - C-180	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 74
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A GROUND CONTROL (GND CTL) TRAINEE CLRD CESSNA 152 (C-152); N757WV, TO TAXI TO RWY 6, THEN RELINQUISHED THE GND CTL PSN TO A FULL PERFORMANCE LEVEL (FPL) CTLR, WHO HAD JUST SIGNED ON DUTY. THE FPL CTLR WAS AWARE OF THE LCTN & TAXI DESTN OF THE C-152. THE FPL CTLR THEN CLRD A TAILWHEEL EQUIPPED CESSNA 180 (C-180), N2913C, TO TAXI TO RWY 15. RWYS 6 & 15 WERE JOINED AT THE APCH ENDS & THE SAME RUN-UP AREA WAS PROVIDED FOR BOTH RWYS. AFTER ENTERING THE RUN-UP AREA, THE C-152 PLT STOPPED WITH HIS ACFT ANGLED TO THE NE & BGN A RUN-UP. MEANWHILE, THE C-180 PLT TAXIED INTO THE SAME RUN-UP AREA & THE PROP OF HIS ACFT STRUCK THE EMPENNAGE OF THE C-152. JUST BFR THE COLLISION, THE C-180 PLT SAW THE C-152 & APPLIED BRAKES, BUT WAS UNABLE TO STOP IN TIME. THE C-180 CAME TO REST IN A NOSE DWN PSN. ACCORDING TO THE TWR TAPES, NO WARNING OF TRAFFIC WAS ISSUED BY THE GND CTLR. THE C-180 PLT WAS NOT WEARING CORRECTIVE LENSES AS REQUIRED & WAS OVERDUE A BFR.

Brief of Accident (Continued)

File No. - 2396

8/01/86

ANCHORAGE, AK

A/C Reg. No. N2913C

Time (Lcl) - 1531 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
4. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
6. OBJECT - AIRCRAFT PARKED
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation TAXI

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2396 8/01/86 ANCHORAGE, AK A/C Reg. No. N757VW Time (Lcl) - 1531 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRILL
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2490
SE LAND,ME LAND,SE SEA	Months Since - 17	Make/Model- 162
	Aircraft Type - SNV-1	Instrument- 141
		Multi-Eng - 260
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 171

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GROUND CONTROL (GND CTL) TRAINEE CLRD CESSNA 152 (C-152), N757VW, TO TAXI TO RWY 6, THEN RELINQUISHED THE GND CTL PSN TO A FULL PERFORMANCE LEVEL (FPL) CTLR, WHO HAD JUST SIGNED ON DUTY. THE FPL CTLR WAS AWARE OF THE LCTN & TAXI DESTN OF THE C-152, THE FPL CTLR THEN CLRD A TAILWHEEL EQUIPPED CESSN 180 (C-180), N2913C, TO TAXI TO RWY 15. RWYS 6 & 15 WERE JOINED AT THE APCH ENDS OF THE SAME RUN-UP AREA WAS PROVIDED FOR BOTH RWYS. AFTER ENTERING THE RUN-UP AREA, THE C-152 PLT STOPPED WITH HIS ACFT ANGLED TO THE NE & BGN A RUN-UP. MEANWHILE, THE C-180 PLT TAXIED INTO THE SAME RUN-UP AREA & THE PROP OF HIS ACFT STRUCK THE EMPENNAGE OF THE C-152. JUST BFR THE COLLISION, THE C-180 PLT SAW THE C-152 & APPLIED BRAKES, BUT WAS UNABLE TO STOP IN TIME. THE C-180 CAME TO REST IN A NOSE DWN PSN. ACCORDING TO THE TWR TAPES, NO WARNING OF TRAFFIC WAS ISSUED BY THE GND CTLR. THE C-180 PLT WAS NOT WEARING CORRECTIVE LENSES AS REQUIRED & WAS OVERDUE A BFR.

Brief of Accident (Continued)

File No. - 2396

8/01/86

ANCHORAGE, AK

A/C Reg. No. N757VW

Time (Lcl) - 1531 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 2. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
 3. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT OF OTHER AIRCRAFT
 4. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
 5. AIRCRAFT HANDLING - IMPROPER - PILOT OF OTHER AIRCRAFT
 6. OBJECT - AIRCRAFT MOVING ON GROUND
 7. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

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

Brief of Accident

File No. - 2384 8/19/86 HINCHINBROOK IS,AK A/C Reg. No. N52137 Time (Lcl) - 1330 ADT

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES-UNK/NR
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 - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	HOMER,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CORDOVA,AK	CORDOVA
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - ADF/NDB	Runway Status - N/A
Obstructions to Vision- UNK/NR		
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)
PRIVATE	Current - YES	Total - 1532
SE LAND	Months Since - 11	Make/Model- 500
	Aircraft Type - 177RG	Instrument- 76
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1323 ADT, THE PLT RPRTD NEAR HINCHINBROOK ISLAND & REQUESTED CLEARANCE FOR AN NDB-A APCH TO THE CORDOVA MILE 13 ARPT. ABOUT 3 MIN LATER, CORDOVA FSS PROVIDED CLEARANCE FOR THE APCH "FROM OVER HINCHINBROOK." RADAR DATA SHOWED THAT THE ACFT FLEW TO THE JOHNSTONE POINT (JOH) VOR, THEN BEGAN TRACKING ON A SSE HEADING TOWARD THE SUBSEQUENT ACCIDENT SITE. THE ACFT IMPACTED NEAR THE TOP OF A MTN AT AN ELEV OF ABOUT 2000 FT, APRX 10 MI SSE OF THE JOH VOR. FOR THE JOH TRANSITION (TO THE NDB-A APCH), THE PLT SHOULD HAVE TRACKED OUTBOUND FROM THE VOR FOR 15.5 MI ON A HEADING OF 083 DEG, WITH A MIN ALT OF 4000 FT, TO THE HINCHINBROOK INITIAL APCH FIX (IAP).

Brief of Accident (Continued)

File No. - 2384

8/19/86

HINCHINBROOK IS,AK

A/C Reg. No. N52137

Time (Lc1) - 1330 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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. - 2397 9/08/86 UMIAT,AK A/C Reg. No. N9049Z Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1850
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
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
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 - 42
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 584
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- 21
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE DEPARTED ON SEPTEMBER 7, 1986 FOR A LOCAL HUNTING TRIP WITH A CLIENT. THE AIRPLANE DID NOT RETURN AND THE WRECKAGE WAS FOUND ON SEPTEMBER 9, 1986. THE AIRPLANE WAS DESTROYED BY POST-IMPACT FIRE. ACCORDING TO THE GUIDE, FOR WHOM THE PILOT WAS WORKING, THE AIRPLANE WAS USING UNLEADED AUTOMOTIVE FUEL. THE ENGINE TEARDOWN REVEALED ONLY IMPACT AND FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 2397

9/08/86

UMIAT,AK

A/C Reg. No. N9049Z

Time (Lcl) - 1200 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2258 10/23/86 ANCHORAGE, AK A/C Reg. No. N67H Time (Lcl) - 0938 ADT

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

Type Operating Certificate-NONE² (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

2

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

Make/Model - ARCTIC TERN PRIVATEER S4

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2250

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/003 KTS

Visibility - 90.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MONTAGUE ISLAND, AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE HOOD

Runway Ident - 31

Runway Lth/Wid - 2200/ 80

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 240

Make/Model- 171

Instrument- 3

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DESCENDED TO TERRAIN IMPACT AND NOSED OVER FOLLOWING A LOSS OF CONTROL AS IT CLIMBED OUT OF GROUND EFFECT DURING TAKEOFF. THE PLT REPORTED HE AND HIS PASSENGERS "ROPED" FROST OFF OF THE ACFT WINGS AND OTHER CONTROL SURFACES PRIOR TO TAKEOFF. POST ACCIDENT INSPECTION REVEALED A SUBSTANTIAL AMOUNT OF ICE REMAINED ON THE ACFT STRUCTURE AND CONTROL SURFACE.

Brief of Accident (Continued)

File No. - 2258

10/23/86

ANCHORAGE, AK

A/C Reg. No. N67H

Time (Lc1) - 0938 ADT

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

Finding(s)

1. FUSELAGE - ICE
 2. WING - ICE
 3. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
 4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - NOT UNDERSTOOD - PILOT IN COMMAND
 6. JUDGEMENT - POOR - PILOT IN COMMAND
 7. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

Brief of Accident

File No. - 2395 10/24/86 UNALAKLEET, AK A/C Reg. No. N95248 Time (Lcl) - 1445 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 900 FT SCATTERED
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

UNALAKLEET
Runway Ident - 08
Runway Lth/Wid - 2000/ 80
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BC-12D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 230
Last 24 Hrs - 3
Make/Model- 14
Last 30 Days- UNK/NR
Instrument- 33
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WITH 14 HOURS EXPERIENCE IN THIS AIRPLANE DID NOT RECOGNIZE THAT THE CARBURETOR HEAT CONTROL WAS NOT FUNCTIONING PROPERLY. HE DID NOT RECALL DRAINING THE AIRPLANE'S FUEL SUMPS AFTER REFUELING FROM EXPOSED FUEL TANKS PRIOR TO TAKEOFF. CARBURETOR ICE AND PARTICULATE MATTER AND WATER COULD HAVE DEROGATED ENGINE PERFORMANCE. AFTER PWR LOSS DURING INITIAL CLIMB THE PLT WAS UNABLE TO RETURN TO THE ARPT AND LANDED OFF SHORE IN WATER. AFTER RECOVERY THE ENG WA OPERATED. THE DAY OF THE ACC HAD WX COND. FOR CARB ICE.

Brief of Accident (Continued)

File No. - 2395

10/24/86

UNALAKLEET, AK

A/C Reg. No. N95248

Time (Lcl) - 1445 ADT

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

Finding(s)

1. CARBURETOR HEAT CONTROL, CABLE - DISCONNECTED
2. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM - CONTAMINATION
4. CARBURETOR HEAT - ATTEMPTED - PILOT IN COMMAND
5. FUEL SYSTEM - WATER
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 UNDERSHOOT

Phase of Operation LANDING

8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. MANEUVER - MISJUDGED - PILOT IN COMMAND
10. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 7,8,9,10

Brief of Accident

File No. - 2358 9/06/86 WATERLOO, AL A/C Reg. No. N9181F Time (Lcl) - 1915 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 -DESCENT			0	0	0	0

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

Make/Model - HUGHES MCDONNELL DOUGLAS 369HS/Eng Make/Model - ALLISON 250C18	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Stall Warning System - NO
Max Gross Wt - 2550	
No. of Seats - 1	
Engine Type - TURBOSHAFT	
Rated Power - 278 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4787
SE LAND	Months Since - 21	Make/Model- 52
HELICOPTER	Aircraft Type - 47	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LIFTED OFF THE TOP OF THE SUPPORT TRUCK AND STARTED A TAKEOFF WITH A PARTIAL LOAD OF CHEMICALS TO BE APPLIED TO A LOGGED OVER FOREST AREA. ABOUT 10-15 FEET AFTER LIFT OFF THE PLT DETECTED A LOSS OF ROTOR RPM. HE WAS AT THE EDGE OF A RAVINE WITH STEEP SIDES AND HAD NO LANDING AREA AVAILABLE. HE DESCENDED THE SIDE OF THE RAVINE AND PERFORMED A MODIFIED AUTOROTATION INTO THE TOPS OF THE TREES AT THE BOTTOM OF THE RAVINE. THE GROUND SUPPORT MAN REPORTED SEEING A PUFF OF SMOKE AT ABOUT THE TIME THE PLT REPORTED THE POWER LOSS. THE ACFT WAS RECOVERED AND EXAMINED. NO MALFUNCTIONS WERE DISCOVERED WHICH PREVENTED THE ENG FROM RUNNING. THE ENG WAS REMOVED AND SHIPPED TO THE FACTORY WHERE IT WAS RUN IN A TEST CELL. IT PERFORMED WELL. A RECORDS CHECK REVEALED THAT HE ENG WAS SHIPPED TO BELL HELICOPTER AS A NEW "O" TIME ENGINE. IT WAS INSTALLED IN THE HUGHES APPROXIMATELY 19 MONTHS PRIOR TO THE ACCIDENT. THE INSTALLATION WAS INSPECTED AND APPROVED BY THE FAA.

Brief of Accident (Continued)

File No. - 2358

9/06/86

WATERLOO,AL

A/C Reg. No. N9181F

Time (Lcl) - 1915 CDT

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

Finding(s)
1. UNDETERMINED

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

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2233 12/24/86 MOBILE,AL A/C Reg. No. N3577U Time (Lcl) - 1543 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL L/TS10360EB1 ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
COLLEGE STATION, TX
Destination
MOBILE, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 290/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 1600 FT

Lowest Ceiling - 1600 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND
GLIDER

Age - 55
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - SGS233

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3828	Last 24 Hrs	- 3
Make/Model-	36	Last 30 Days-	UNK/NR
Instrument-	445	Last 90 Days-	27
Multi-Eng -	318		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD SUSPECTED A HYDRAULIC PROBLEM PRIOR TO DEPARTURE WHEN HYDRAULIC FLUID WAS FOUND ON THE HANGAR FLOOR. THE ACFT WAS FLOWN TO A NEARBY ARPT FOR REPAIRS. THE ACFT THEN DEPARTED AND APRX 1 HR INTO THE FLT A HEATER PROBLEM WAS EXPERIENCED. THE PLT CORRECTED THIS PROBLEM AND THE FLT CONTINUED AT 11,000 FT. THE PLT REQUESTED A LOWER ALT UPON NEARING MOBILE AND ATC APPROVAL WAS RECEIVED TO DESCEND IN STAGES. AT 2,000 FT. THE PLT REPORTED A FAILURE OF BOTH ENGINES. REMEDIAL ACTION WAS ATTEMPTED, HOWEVER, PWR WAS NOT RESTORED. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE GEAR UP FORCED LANDING WHICH FOLLOWED. DURING WRECKAGE RECOVERY, 49 GALLONS OF FUEL WERE DRAINED FROM THE RIGHT FUEL TANK AND THE LEFT TANK WAS FOUND EMPTY. A TEST PROP WAS INSTALLED, FUEL WAS ADDED AND BOTH ENGINES WERE STARTED. THE ENGINES PERFORMED WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 2233

12/24/86

MOBILE,AL

A/C Reg. No. N3577U

Time (Lcl) - 1543 CST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - IMPROPER - 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)

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2213 5/09/86 ALMYRA, AR A/C Reg. No. N5509X Time (Lcl) - 2000 CDT

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

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

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

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 180/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ALYRA MUNICIPAL</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 2000/ 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</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 9600</td> <td>Last 24 Hrs - 7</td> </tr> <tr> <td>Make/Model - 3000</td> <td>Last 30 Days - 50</td> </tr> <tr> <td>Instrument - 0</td> <td>Last 90 Days - 150</td> </tr> </table>	Total - 9600	Last 24 Hrs - 7	Make/Model - 3000	Last 30 Days - 50	Instrument - 0	Last 90 Days - 150
Total - 9600	Last 24 Hrs - 7							
Make/Model - 3000	Last 30 Days - 50							
Instrument - 0	Last 90 Days - 150							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE LANDING WAS ROUTINE UNTIL HE USED THE BRAKES. AT THIS POINT THE LEFT WHEEL BRAKE ASSEMBLY CAME APART AND THE ACFT VEERED OUT OF CONTROL OFF THE RIGHT SIDE OF THE RWY AND INTO A DITCH, WHERE THE LEFT MAIN LANDING GEAR COLLAPSED. POST ACCIDENT INSPECTION OF THE BRAKE ASSEMBLY REVEALED A WORN OUT BRAKE PISTON. ACCORDING TO AN A&P/IA, THIS PISTON DESIGN ASSEMBLY IS PRONE TO PREMATURE WEAR.

Brief of Accident (Continued)

File No. - 2213

5/09/86

ALMYRA,AR

A/C Reg. No. N5509X

Time (Lcl) - 2000 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 2. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2208 6/07/86 HICKORY RIDGE, AR A/C Reg. No. N4921X Time (Lcl) - 0900 CDT

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

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

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

Make/Model	- ROCKWELL S-2R	Eng Make/Model	- P&W R-1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/008 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 500 FT</p> <p>Lowest Ceiling - 500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HICKORY RIDGE, AR</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1500</p> <p style="padding-left: 20px;">Make/Model- 300</p> <p style="padding-left: 20px;">Instrument- 65</p> <p style="padding-left: 20px;">Multi-Eng - 300</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>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE TAKEOFF WAS NORMAL UP TO THE INITIAL CLIMB WHEN, AT THIS POINT OIL BEGAN STREAKING FROM THE ENGINE AND IT LOST POWER. ACCORDING TO THE PLT, HE IMMEDIATELY TRIED TO DUMP THE FERTILIZER AND LOOK FOR A PLACE TO LAND BUT, DUE TO THE MARGINAL VFR WEATHER, HE RAN OUT OF ALTITUDE AND IMPACTED THE GROUND IN AN UNSTABILIZED ATTITUDE. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED A FAILURE OF THE #2 PISTON ROD LED TO A CATASTROPHIC INTERNAL FAILURE OF THE ENGINE.

Brief of Accident (Continued)

File No. - 2208

6/07/86

HICKORY RIDGE, AR

A/C Reg. No. N4921X

Time (Lcl) - 0900 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
 2. ENGINE ASSEMBLY - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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. - 2390 7/28/86 DUMAS,AR A/C Reg. No. N5694X Time (Lcl) - 1130 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire Crew
ON GROUND Pass

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

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

Make/Model - AERO COMMANDER S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DUMAS,AR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 50

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 - 4340

Make/Model- 960

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 STATED THAT AFTER TAKEOFF, DURING INITIAL CLIMB, HE HEARD GRINDING METAL AND SMELLED HOT METAL BEFORE THE ENGINE SLOWED DOWN AND SEIZED. AFTER CRASH LANDING IN A CORN FIELD, THE PILOT FURTHER STATED, HE NOTICED SMOKE COMING FROM THE ENGINE COMPARTMENT WHEREUPON HE QUICKLY EXITED UNINJURED. SHORTLY THEREAFTER THE AIRCRAFT CAUGHT FIRE AND BURNED, ACCORDING TO THE PILOT.

Brief of Accident (Continued)

File No. - 2390

7/28/86

DUMAS,AR

A/C Reg. No. N5694X

Time (Lcl) - 1130 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,TOTAL
 2. MATERIAL DEFECT - MANUFACTURER
-

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #4 FIRE
Phase of Operation OTHER

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

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

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

Brief of Accident

File No. - 2236 11/04/86 JOHNSON,AR A/C Reg. No. N5988Q Time (Lcl) - 1600 CST

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

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

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

Make/Model - MOONEY M20D	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point NASHVILLE,TN	
Method - TELEPHONE	Destination FAYETTEVILLE,AR	Airport Data
Completeness - FULL		RAZORBACK
Basic Weather - IMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 070/006 KTS	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 1900/ 100
Visibility - 3.000 SM	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 500 FT	Type Apch/Lndg - FULL STOP	Runway Status - WET
Lowest Ceiling - 500 FT BROKEN		
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4900
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 1800
		Multi-Eng - 720
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD ATTEMPTED A LOCALIZER APCH TO FAYETTEVILLE, AK, AND STATED THAT HIS VOR INDICATOR WOULD NOT HOLD COURSE. THE PLT THEN ELECTED TO ABORT THE APCH AND LAND AT A PVT STRIP NEAR THE FAYETTEVILLE VOR. THE PLT WAS ABLE TO LAND AT THE STRIP BUT ACCORDING TO WITNESSES, HE HELD ENG POWER TOO LONG AND DID NOT BEGIN BRAKING UNTIL 1000 FT OF RWY LENGTH REMAINED. A WITNESS STATED THE PLT ATTEMPTED A GROUND LOOP, BUT THE ACFT SLID SIDEWAYS UNTIL STRIKING A STEEL POST AND WIRE BARRIER.

Brief of Accident (Continued)

File No. - 2236

11/04/86

JOHNSON,AR

A/C Reg. No. N5988Q

Time (Lc1) - 1600 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - FENCE
-

----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

Brief of Accident

File No. - 2394 11/07/86 TEXARKANA, AR A/C Reg. No. N149AA Time (Lcl) - 2313 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9300
No. of Seats - 2

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed - 190/005 KTS
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LITTLE ROCK, AR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR

Airport Proximity
ON AIRPORT

Airport Data

MUNICIPAL-WEBB
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - BE-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 13000 Last 24 Hrs - 3
Make/Model - 3000 Last 30 Days - UNK/NR
Instrument - 3500 Last 90 Days - UNK/NR
Multi-Eng - 9000 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON A POSITIONING FLIGHT SO IT WOULD BE IN PLACE FOR AN EARLY MONDAY MORNING FREIGHT RUN. PILOT CALLED FOR MISSED APPROACH AND AFTER RECEIVING CLEARANCE, DECLARED HE WAS IN VFR CONDITIONS AND THOUGHT HE WOULD LAND ON RWY 31. DURING A TURN, THE AIRPLANE IMPACTED THE TERRAIN INVERTED AND BURNED. WEATHER AT AIRPORT 21 MINUTES PRIOR TO ACCIDENT WAS: IND CEILING 100 FEET, SKY OBSCURED, VISIBILITY 1/4 MILE IN FOG.

Brief of Accident (Continued)

File No. - 2394

11/07/86

TEXARKANA, AR

A/C Reg. No. N149AA

Time (Lcl) - 2313 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
 5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 7. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

Brief of Accident

File No. - 2385 11/22/86 CAMDEN, AR A/C Reg. No. N736UF Time (Lcl) - 1852 CST

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

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

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

Make/Model - CESSNA 177XP	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DALLAS, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	HARRELL
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6501/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ADF/NDB	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3664
SE LAND, ME LAND	Months Since - 14	Make/Model- 71
	Aircraft Type - C-182	Instrument- 369
		Multi-Eng - 1379
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS ON APPROACH DURING IMC AND HAD THE AIRPORT IN SIGHT WHEN HE FLEW INTO ANOTHER CLOUD AND HAD STARTED A MISSED APPROACH WHEN HE COLLIDED WITH A TREE. HE COMPLETED THE MISSED APPROACH AND DIVERTED TO MONROE, LA.

Brief of Accident (Continued)

File No. - 2385

11/22/86

CAMDEN, AR

A/C Reg. No. N736UF

Time (Lcl) - 1852 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. DESCENT - PREMATURE - PILOT IN COMMAND
2. PROPER ALTITUDE - DISREGARDED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2241 4/26/86 COOLIDGE, AZ A/C Reg. No. N7280Y Time (Lcl) - 1500 MST

-----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-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 230/012 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 FT. STOCKTON, TX Destination PHOENIX, AZ ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - STRAIGHT-IN FULL STOP PRECAUTIONARY LANDIN	Airport Proximity OFF AIRPORT/STRIP Airport Data AG STRIP 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, ME LAND	Age - 60 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - G1	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1366 Make/Model- 173 Instrument- 0 Multi-Eng - 174 Last 24 Hrs - 4 Last 30 Days- 17 Last 90 Days- 21
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SHUT DOWN THE ACFT ENG WHEN IT SURGED DURING AN ENCOUNTER WITH TURBULENCE. THE PLT INITIATED A PRECAUTIONARY DOWNWIND LANDING ON A NEARBY AIRSTRIP AND THE ACFT OVERRAN THE RWY AND COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 2241

4/26/86

COOLIDGE,AZ

A/C Reg. No. N7280Y

Time (Lcl) - 1500 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
3. ENGINE ASSEMBLY - ERRATIC
4. FLUID,FUEL - ERRATIC

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

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - TAILWIND
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10

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

Brief of Accident

File No. - 2278 7/16/86 SUN CITY,AZ A/C Reg. No. N5448E Time (Lcl) - 1453 MST

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

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

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

Make/Model - GROB A103 TWIN II	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - 1150	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLEASANT VALLEY
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 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 - 36	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 46
	Months Since - UNK/NR	Make/Model- 10
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATE SAILPLANED PILOT HAD TAKEN A FRIEND FOR A SIGHTSEEING FLIGHT. ON THE RETURN THE PILOT MADE A NORMAL APPROACH AND LANDING, THEN VEERED OFF THE LEFT SIDE OF THE RUNWAY AND STRUCK A LARGE SAGUARO CACTUS. THE CACTUS TOPPLED AND FELL ACROSS THE FRONT COCKPIT OF THE SAILPLANE, CRUSHING THE PILOT.

Brief of Accident (Continued)

File No. - 2278

7/16/86

SUN CITY, AZ

A/C Reg. No. N5448E

Time (Lcl) - 1453 MST

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

Finding(s)

1. OBJECT - TREE(S)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 2343 8/14/86 MARBLE CANYON, AZ A/C Reg. No. N2122B Time (Lcl) - 1915 MST

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

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

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

Make/Model - LUSCOMBE 8F	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAGE, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RPRTD THAT PRIOR TO THE ACDNT, THE PLT MADE A LOW PASS OVER A RAFT ON THE COLORADO RIVER TO "WAVE HIS WINGS" AT THE RAFTING GROUP. RPRTDLY, HE WAS ATTEMPTING TO REVERSE HIS DIRECTION WHEN THE ACFT SUDDENLY CRASHED IN THE RIVER. A SEARCH WAS INITIATED, BUT THE WRECKAGE & OCCUPANTS WERE NOT RECOVERED UNTIL NEARLY 3 MONTHS LATER. NO PREIMPACT MECHANICAL PROBLEM WITH THE ACFT WAS FOUND.

Brief of Accident (Continued)

File No. - 2343

8/14/86

MARBLE CANYON,AZ

A/C Reg. No. N2122B

Time (Lcl) - 1915 MST

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

Finding(s)

1. LOW PASS - PERFORMED -
 2. MANEUVER - INITIATED -
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. 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) 3,4

Brief of Accident

File No. - 2372 10/07/86 DOLAN SPRINGS, AZ A/C Reg. No. N2270C Time (Lcl) - 1430 MST

-----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	1
Accident Occurred During -CLIMB						

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAS VEGAS, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1385
	Months Since - 19	Make/Model- 1200
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 80
		Rotorcraft - 1350

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS CLIMBING THE HELICOPTER UP A DRY WASH AND PLANNED TO CROSS A 3000 FOOT HIGH RIDGE AT ABOUT 10 FEET ABOVE THE TERRAIN. AS HE APPROACHED THE RIDGE THE HELICOPTER YAWED TO THE RIGHT ABOUT 70 DEGREES AND THE ACFT MAIN ROTOR LOST RPM. THE PASSENGER STATED THAT THE ACFT IMPACTED THE GROUND AND NOSED OVER LANDING IN AN UPRIGHT ATTITUDE.

Brief of Accident (Continued)

File No. - 2372

10/07/86

DOLAN SPRINGS, AZ

A/C Reg. No. N2270C

Time (Lc1) - 1430 MST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2221 10/22/86 GILA BEND, AZ A/C Reg. No. N91797 Time (Lcl) - 1445 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

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

Fire NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GILA BEND, AZ
Destination
SAN DIEGO, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GILA BEND
Runway Ident - 22
Runway Lth/Wid - 3800/ 76
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 412	Last 24 Hrs	- 16
Make/Model	- 220	Last 30 Days	- 21
Instrument	- 126	Last 90 Days	- 30
Multi-Eng	- 9		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RWY DURING TAKEOFF GROUND RUN AND NOSED OVER. THE PLT INDICATED THAT DURING THE TAKEOFF HIS SEAT SLID REARWARD AND HE WAS UNABLE TO REACH THE THROTTLE OR THE RUDDER PEDALS. THE ACFT DEPARTED THE RWY TO THE LEFT INTO VEGETATED DESERT TERRAIN. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. EXAMINATION OF THE ACFT REVEALED THAT HARDWARE USED TO ASSEMBLE THE FORE-AFT SEAT ADJUSTMENT ASSEMBLY WAS INCORRECT. ONE COTTER PIN WAS INSTALLED INSTEAD OF A CLEVIS PIN WITH A SMALL COTTER PIN IN THE UPPER PORTION OF THE FORE-AFT SEAT ADJUSTMENT LOCKING PIN. ONE COTTER PIN WAS ALSO INSTALLED INSTEAD OF A ROLL-PIN ON THE LOWER PORTION OF THE SAME LOCKING PIN. THE INSTALLATION OF THE COTTER PINS ALLOWED TOO MUCH PLAY CAUSING THE FORE-AFT SEAT ADJUSTMENT LOCKING PIN NOT TO ENGAGE THE SEAT RAIL PROPERLY.

Brief of Accident (Continued)

File No. - 2221

10/22/86

GILA BEND,AZ

A/C Reg. No. N91797

Time (Lcl) - 1445 MST

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

Finding(s)

1. FUSELAGE,SEAT - UNLOCKED
2. FUSELAGE,SEAT - INCORRECT
3. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
4. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. NOSEWHEEL STEERING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

Brief of Accident

File No. - 2312 11/11/86 BUCKEYE,AZ A/C Reg. No. N1625U Time (Lcl) - 0745 MST

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PHOENIX,AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BUCKEYE,AZ		ROGERS STRIP	
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace		Runway Ident	- 09
Visibility	- 50.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 2500
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 2865
SE LAND,ME LAND	Months Since - 4	Make/Model	- 340
	Aircraft Type - 441	Instrument	- 195
		Multi-Eng	- 874
		Last 24 Hrs	- 2
		Last 30 Days	- 49
		Last 90 Days	- 201
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA T210N CRASHED WHEN THE PILOT ATTEMPTED TO UNDERFLY WIRES DURING A GO-AROUND. THE PILOT MISJUDGED THE SURFACE WINDS AND MADE HIS FINAL APPROACH WITH A TAIL WIND. WHEN HE PASSED THE MIDPOINT ON THE 2,600 FT AIRSTRIP AND STILL WAS NOT ON THE GROUND HE DECIDED TO GO-AROUND. HE NOTICED WIRES AT THE DEPARTURE END OF THE AIRSTRIP IN HIS FLIGHT PATH AND ATTEMPTED TO UNDERFLY THEM. THE AIRCRAFT COLLIDED WITH TERRAIN PRIOR TO THE WIRES. REVIEW OF THE PILOT'S TRAINING RECORDS REVEALED HE HAD NOT COMPLETED A PILOT COMPETENCY TEST IN THE PRECEDING 12 MONTHS AS REQUIRED BY PART 135.293(B).

Brief of Accident (Continued)

File No. - 2312

11/11/86

BUCKEYE, AZ

A/C Reg. No. N1625U

Time (Lcl) - 0745 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
2. WIND INFORMATION - MISREAD - PILOT IN COMMAND
3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
4. PLANNED APPROACH - POOR - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

7. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
8. WEATHER CONDITION - TAILWIND
9. GO-AROUND - DELAYED - PILOT IN COMMAND
10. OBJECT - WIRE, TRANSMISSION

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) 1,4,5,6,9

Factor(s) relating to this accident is/are finding(s) 2,3,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2299 11/15/86 PHOENIX, AZ

A/C Reg. No. N6953L

Time (Lcl) - 0822 MST

-----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	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	5

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 310K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 45.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHANDLER, AZ
Destination
GRAND CANYON, AZ

Airport Proximity
ON AIRPORT

Airport Data

DEER VALLEY MUNI.
Runway Ident - 07R
Runway Lth/Wid - 5300/ 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, ME LAND

Age - 38

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-310K

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

Total	- 241	Last 24 Hrs	- 1
Make/Model	- 40	Last 30 Days	- 2
Instrument	- 2	Last 90 Days	- 7
Multi-Eng	- 40		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED HARD WHILE ON A PLEASURE FLT. THE PLT INDICATED THAT WHILE EN ROUTE TO HIS DESTINATION IT WAS DISCOVERED THAT THE DOOR WAS NOT PROPERLY SHUT. HE DIVERTED TO PHOENIX TO SHUT THE DOOR. THE ACFT WAS OBSERVED DESCENDING VERTICALLY FROM APRX 40 FT AGL PRIOR TO THE HARD THREE POINT LANDING. IT WAS INITIALLY REPORTED THAT ONE TIRE HAD BLOWN, HOWEVER, IT WAS LATER DETERMINED THAT THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2299

11/15/86

PHOENIX,AZ

A/C Reg. No. N6953L

Time (Lcl) - 0822 MST

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

Finding(s)

1. LANDING GEAR - OVERLOAD
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. DOOR - NOT ENGAGED
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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. - 2251 1/08/86 SANTA ROSA, CA A/C Reg. No. N666GK Time (Lcl) - 1715 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
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 - BEECH D-50
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7300
No. of Seats - 6

Eng Make/Model - LYCOMING IGS0-540-A1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
OAKLAND, CA
Destination
SANTA ROSA, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANTA ROSA AIR CENTER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 39

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	- 7100	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, WHO WAS THE MECHANIC FOR THE ACFT & WHO POSSESSES FAA INSPECTION AUTHORIZATION, WAS FAMILIAR WITH THIS ACFT AND HAD FLOWN IT THE DAY BEFORE THE ACCIDENT. THE PLT FAILED TO REFUEL THE ACFT AFTER MAKING TWO ADDITIONAL FLT'S. THE MAIN FUEL TANK GAGES WERE REPORTEDLY ACCURATE. ON THE RETURN LEG OF THE PLT'S LAST FLT, AS THE ACFT APPROACHED THE DESTINATION ARPT, BOTH ENGINES LOST POWER. THE PLT TURNED THE ACFT TOWARD THE ARPT AND THE RIGHT ENG SUDDENLY OBTAINED FUEL AND MOMENTARILY PRODUCED POWER. THE ACFT WAS BELOW VMC AT THE TIME. THE ACFT ROLLED LEFT, ACQUIRED A NEAR VERTICAL ATTITUDE AND CONTROL WAS LOST. THE ACFT THEN DESCENDED TO THE TERRAIN AND CRASHED ABOUT 1000 YARDS FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2251

1/08/86

SANTA ROSA, CA

A/C Reg. No. N666GK

Time (Lc1) - 1715 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/SPIN - INITIATED - PILOT IN COMMAND

Occurrence #4 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2310 2/27/86 CASTAIC,CA A/C Reg. No. N7802S Time (Lcl) - 0800 PST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CASTAIC,CA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - M74A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 8850</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 1500</td> <td>Last 30 Days- 40</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 120</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - 8850</td> </tr> </table>	Total - 8850	Last 24 Hrs - 2	Make/Model- 1500	Last 30 Days- 40	Instrument- UNK/NR	Last 90 Days- 120	Multi-Eng - UNK/NR	Rotorcraft - 8850
Total - 8850	Last 24 Hrs - 2									
Make/Model- 1500	Last 30 Days- 40									
Instrument- UNK/NR	Last 90 Days- 120									
Multi-Eng - UNK/NR	Rotorcraft - 8850									

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER COLLIDED WITH UNMARKED WIRES WHILE HEADING INTO SUN DURING SPRAYING OPERATION. PLT DOES NOT RECALL SEEING OR HITTING WIRES.

Brief of Accident (Continued)

File No. - 2310

2/27/86

CASTAIC,CA

A/C Reg. No. N7802S

Time (Lcl) - 0800 PST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2329 3/19/86 BURBANK, CA A/C Reg. No. N9591M Time (Lcl) - 0936 PST

-----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 - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURBANK, CA
Destination
TEHACHAPI, CA

Airport Proximity
ON AIRPORT

Airport Data

BURBANK GLENDALE PASADENA
Runway Ident - 15
Runway Lth/Wid - 6902/ 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 - 60
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - M20F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 286	Last 24 Hrs - UNK/NR
Make/Model- 61	Last 30 Days- 2
Instrument- 5	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED NOSE LOW AFTER FLYING THE PATTERN WITH A FLT CONTROL PROBLEM. THE PLT SAID HE NOTICED THE LACK OF ELEVATOR CONTROL DURING INITIAL CLIMB AND CAME BACK IN FOR A PRECAUTIONARY LANDING. THE ELEVATOR WAS FOUND TO BE INOPERATIVE DUE TO A BROKEN BEARING (PART #914012-015) THE SUBJECT OF AN AD 73-21-01 EFF 10/73, CONCERNING LUBRICATION.

Brief of Accident (Continued)

File No. - 2329

3/19/86

BURBANK, CA

A/C Reg. No. N9591M

Time (Lcl) - 0936 PST

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - BINDING (MECHANICAL)
2. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - OTHER MAINTENANCE PSNL
3. FLT CONTROL SYST, ELEVATOR CONTROL - FATIGUE
4. MAINTENANCE, LUBRICATION - NOT PERFORMED - OTHER MAINTENANCE PSNL
5. FLIGHT CONTROL, ELEVATOR - INOPERATIVE
6. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

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

Finding(s)

7. FLIGHT CONTROL, ELEVATOR - MOVEMENT RESTRICTED
8. FLARE - 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) 1,2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2373 4/04/86 NOVATO, CA A/C Reg. No. N91301 Time (Lcl) - 1200 PST

----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 -TAKEOFF

Fire
NONE

----Aircraft Information----

Make/Model - PIPER PA-38-112

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 - 112 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- 220/010 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

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NOVATO

Runway Ident - 31

Runway Lth/Wid - 3300/ 60

Runway Surface - ASPHALT

Runway Status - DRY

----Personnel Information----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1675

Make/Model- 500

Instrument- 137

Multi-Eng - 175

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

A PA-38 LOST DIRECTIONAL CONTROL DURING A TAKEOFF WITH BOTH THE STUDENT AND INSTRUCTOR PILOT AT THE CONTROLS. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE BUT BOTH PILOTS WERE UNINJURED. THE WIND WAS 90 DEGREES CROSSWIND AT 10 KNOTS GUSTING TO 15 KNOTS. THE INSTRUCTOR STATED THE STUDENT WAS TRYING TO STEER THE AIRCRAFT LIKE A CAR AND COULD HAVE INADVERTENTLY APPLIED OPPOSITE BRAKE INSTEAD OF RUDDER. THE AIRCRAFT DEPARTED THE RUNWAY AND COLLIDED WITH A DITCH BEFORE THE INSTRUCTOR COULD TAKE POSITIVE CORRECTIVE ACTION.

Brief of Accident (Continued)

File No. - 2373

4/04/86

NOVATO, CA

A/C Reg. No. N91301

Time (Lc1) - 1200 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND(CFI)
3. LIGHT CONDITION - DAYLIGHT
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
7. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
8. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)

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

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

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

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

Brief of Accident

File No. - 2220 4/10/86 MOJAVE,CA A/C Reg. No. N2762U Time (Lcl) - 1030 PST

-----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 -TAXI

Fire

NONE

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

Make/Model - CESSNA 172D

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - FRANKLIN 6A8-215-B7F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 215 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TEHACHAPI,CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3100

Make/Model- 200

Instrument- 152

Multi-Eng - 30

Last 24 Hrs - 1

Last 30 Days- 20

Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WING STRUCK A TREE DURING TAXI ON A DIRT ROAD BEING USED FOR TAKEOFF. THE CFI SAID THAT HE DID NOT MAKE A SURVEY TO IDENTIFY OBSTRUCTIONS BEFORE THE TAXI FOR TAKEOFF. THE ACFT HAD LANDED ON THE ROAD WHEN THE CFI COULD NOT REGAIN ENG POWER FOLLOWING A SIMULATED EMERGENCY PROCEDURE.

Brief of Accident (Continued)

File No. - 2220

4/10/86

MOJAVE,CA

A/C Reg. No. N2762U

Time (Lcl) - 1030 PST

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

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. CLEARANCE - NOT MAINTAINED - FLIGHT INSTRUCTOR(ON 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. - 2243 4/13/86 SNELLINGS,CA A/C Reg. No. N5150B Time (Lcl) - 0830 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MERCED,CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 800 Last 24 Hrs - 1

Make/Model- 400 Last 30 Days- UNK/NR

Instrument- 75 Last 90 Days- 190

Multi-Eng - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT HE PULLED THE ACFT UP TO AVOID BIRDS AND THEN LOWERED THE NOSE TO GAIN AIRSPEED FROM 70 KTS BACK TO CRUISE SPEED. DURING THE DIVE THE ACFT COLLIDED WITH A POWER LINE THAT CROSSED A RIVER AT ABOUT 50 FT AGL. AFTER THE COLLISION THE ACFT WAS FLOWN BACK TO THE POINT OF DEPARTURE.

Brief of Accident (Continued)

File No. - 2243

4/13/86

SNELLINGS,CA

A/C Reg. No. N5150B

Time (Lcl) - 0830 PST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. LOW PASS - ATTEMPTED - 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. - 2242 4/15/86 BEAUMONT, CA A/C Reg. No. N28891 Time (Lcl) - 2225 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	ON GROUND	Pass 1	0	0	0

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 240/005 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - 500 FT</p> <p>Lowest Ceiling - 500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point REDLANDS, CA</p> <p>Destination BULLHEAD CITY, AZ</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 - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 85</p> <p>Make/Model- 85</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 18</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE NON-INSTRUMENT RATED PLT DEPARTED FOR THE FLT AT ABOUT 2110 HRS, THE WX CONDITIONS WERE MARGINAL AND DETERIORATING IN THE AREA. NO RECORD OF A WX BRIEFING WAS FOUND. FOR UNKN REASONS, THE PLT WAS RETURNING TO THE ARPT AFTER ABOUT 1 HR AND 20 MNS, ENTERED THE BANNING PASS FROM THE EAST AND ENCOUNTERED CEILINGS OF APRX 500 FT AGL AND VISIBILITIES OF 1 MI OR LESS IN FOG AND DRIZZLE. BY THE TIME THE PLT CONTACTED THE NORTON AFB ATCT, HE WAS UNABLE TO CLEARLY LOCATE HIS POSITION IN THE DARKNESS AND RESTRICTED VISIBILITIES. THE RADIO TRANSMISSION FROM THE PLT, "WE'RE HAVING PROBLEMS GETTING IN VFR WE'RE GOING TO TRY TO CLIMB AND GET ABOVE THIS (WEATHER)" ESTABLISHED HIS INTENTION TO TRY AN INSTRUMENT CLIMB THROUGH THE CLOUDS TO FIND VFR CONDITIONS. THE WITNESSES OBSERVED THE ACFT ENTER THE BASE OF THE CLOUDS THEN DESCEND "STRAIGHT DOWN OUT OF THE CLOUDS." THE PHYSICAL EVIDENCE AT THE SITE ESTABLISHED THAT THE ACFT CONTACTED THE GROUND IN AN ATTITUDE CONSISTANT WITH A RIGHT SPIN.

Brief of Accident (Continued)

File No. - 2242

4/15/86

BEAUMONT,CA

A/C Reg. No. N28891

Time (Lcl) - 2225 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

----Probable Cause----

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

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

Brief of Accident

File No. - 2364 4/26/86 LOWER LAKE, CA A/C Reg. No. N8549R Time (Lcl) - 1600 PST

-----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 -LANDING			0	0	0	0

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

Make/Model - BELLANCA 14-19-3A	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LAKEPORT, CA	
Method - N/A	Destination LOWER LAKE, CA	Airport Data PEARCE
Completeness - N/A		Runway Ident - 30
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2485/ 50
Wind Dir/Speed- 300/005 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 165
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE ACFT DEPARTED LAMPSON ARPT THE LEFT LDG GEAR DID NOT RETRACT. GND WITNESSES REPORTED THE AIRPLANE LANDED WITH ONLY THE LEFT GEAR EXTENDED. THE PLT REPORTED HE OBSERVED ALL THREE LDG GEAR DOWN GREEN LIGHTS ILLUMINATED WHILE IN THE TRAFFIC PATTERN. THE ACFT LANDED ON THE LEFT MAIN GEAR AND SUBSEQUENTLY SKIDDED OFF THE RUNWAY. MAINTENANCE PERSONNEL LIFTED THE AIRPLANE AND MANUALLY PUMPED THE RIGHT MAIN AND NOSE GEAR ASSEMBLIES DOWN USING THE AIRPLANE'S MANUAL HYDRAULIC HAND PUMP. THE AIRPLANE WAS REMOVED FROM THE ACCIDENT SITE BEFORE THE LANDING GEAR SYSTEM COULD BE INSPECTED.

Brief of Accident (Continued)

File No. - 2364

4/26/86

LOWER LAKE, CA

A/C Reg. No. N8549R

Time (Lcl) - 1600 PST

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

Finding(s)

1. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
 2. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY/OPERATOR MGMT
 5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
 6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2244 4/27/86 COLUMBIA,CA A/C Reg. No. N7338F Time (Lcl) - 1140 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HAYWARD,CA	
Method - N/A	Destination COLUMBIA,CA	Airport Data COLUMBIA
Completeness - N/A		Runway Ident - 17
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4060/ 75
Wind Dir/Speed- 270/004 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 2500 FT	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 2500 FT BROKEN	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 167
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-172N	Make/Model- 29
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MISJUDGED THE FLARE DURING LANDING AND THE ACFT TOUCHED DOWN IN A NOSE LOW ATTITUDE SHEARING THE NOSE GEAR FROM THE ACFT. THE DENSITY ALTITUDE WAS CALCULATED TO BE 3,500 FT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2244

4/27/86

COLUMBIA,CA

A/C Reg. No. N7338F

Time (Lc1) - 1140 PST

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

Finding(s)

1. FLARE - NOT PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2226 4/30/86 VACAVILLE, CA A/C Reg. No. N2750Z Time (Lcl) - 1430 PDT

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

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

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

Make/Model - SCHWEIZER SGS 2-32	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 - 1440	Engine Type - N/A	
No. of Seats - 3	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VACAVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3230
SE LAND	Months Since - 6	Make/Model- 144
GLIDER	Aircraft Type - ASK-21	Instrument- 81
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT ENCOUNTERED A DOWNDRAFT AFTER BEING RELEASED FROM THE TOW PLANE. THE PLT SELECTED A FIELD IN WHICH TO LAND, HOWEVER, THE GLIDER CONTACTED A TREE WHILE MANEUVERING TO THE FIELD.

Brief of Accident (Continued)

File No. - 2226

4/30/86

VACAVILLE, CA

A/C Reg. No. N2750Z

Time (Lc1) - 1430 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. OBJECT - TREE(S)
 3. IN-FLIGHT PLANNING/DECISION - NOT PERFORMED - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 2245 5/03/86 BANNING,CA A/C Reg. No. N777SK Time (Lcl) - 1420 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	1
Accident Occurred During -LANDING			0	0	0	0

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

Make/Model - SCHWEIZER SGS 1-26E	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 - 700	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HEMET,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BANNING MUNI
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Make/Model- 8
GLIDER	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT LOST LIFT AS HE FLEW FARTHER INTO THE MOUNTAINS WITH LACK OF THERMAL AND RIDGE EFFECT. A LANDING WAS ATTEMPTED WHICH RESULTED IN AN OVERRUN INTO A RAVINE.

Brief of Accident (Continued)

File No. - 2245

5/03/86

BANNING, CA

A/C Reg. No. N777SK

Time (Lcl) - 1420 PDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

4. FLIGHT CONTROL, SPEED BRAKE - NOT ENGAGED
5. SPEED BRAKES - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

6. STALL - INADEQUATE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 2225 5/04/86 LA VERNE, CA A/C Reg. No. N9099V Time (Lcl) - 0839 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HEMET, CA
Destination
LA VERNE, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BRACKETT FLD
Runway Ident - 26L
Runway Lth/Wid - 4839/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - M20C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3481
Make/Model	2800
Instrument	465
Last 24 Hrs	1
Last 30 Days	1
Last 90 Days	17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL LOSS OF ENG POWER WAS EXPERIENCED WHILE ON BASE LEG FOR LANDING AT BRACKETT FIELD. THE ACFT WAS LANDED SHORT OF THE RWY AND A FENCE WAS CONTACTED. POST ACCIDENT INSPECTION REVEALED THE ACFT'S FUEL SUPPLY HAD BEEN EXHAUSTED.

Brief of Accident (Continued)

File No. - 2225

5/04/86

LA VERNE, CA

A/C Reg. No. N9099V

Time (Lc1) - 0839 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2374 5/09/86 RIVERSIDE, CA A/C Reg. No. N994C Time (Lcl) - 1145 PDT

-----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	- STINSON 108-3	Eng Make/Model	- FRANKLIN 4ACG199H3	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 113 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/007 KTS</p> <p>Visibility - 6.0 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>CORONA, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FLA-BOB</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3200/ 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</p>	<p>Age - 73</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9914</p> <p>Make/Model- 27</p> <p>Instrument- 411</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 40</p> <p>Last 90 Days- 114</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI REPORTED THAT DURING THE LANDING ROLL ON RUNWAY 24, AT FLA-BOB AIRPORT, RIVERSIDE, CA, THE AIRPLANE BEGAN TO "DRIFT TO THE RIGHT." THE CFI APPLIED LEFT RUDDER TO CORRECT THE EXCURSION BUT HIS LEFT FOOT SLIPPED OFF THE RUDDER BAR AND BECAME LODGED AGAINST THE BAR AND FLOOR. THE AIRPLANE CONTINUED THE RIGHT TURN AND THE LEFT WING CONTACTED THE GROUND. THE SURFACE WINDS WERE FROM THE RIGHT OF THE NOSE ABT 20 DEG AT ABOUT 7 KNOTS. THE EFFECTIVE CROSSWIND COMPONENT WAS LESS THAN 3 KNOTS. THE CFI DID NOT REPORT ANY AIRPLANE MECHANICAL MALFUNCTIONS AND/OR FAILURES.

Brief of Accident (Continued)

File No. - 2374

5/09/86

RIVERSIDE,CA

A/C Reg. No. N994C

Time (Lcl) - 1145 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
2. RUDDER - INADVERTENT DEACTIVATION - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT CORRECTED - 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

Brief of Accident

File No. - 2256 5/20/86 LOS ANGELES, CA A/C Reg. No. N1411W Time (Lc1) - 1805 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

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

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 900 FT
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOS ANGELES, CA
Destination
BURBANK, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LOS ANGELES INT'L
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 57

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - 206-B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6400	Last 24 Hrs	- UNK/NR
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	140	Last 90 Days-	UNK/NR
Multi-Eng -	800	Rotorcraft -	4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A X-WIND TAKEOFF THE DOWNWIND SKID CONTACTED THE LANDING PAD AND THE HELICOPTER ROLLED OVER TO THE RIGHT.
ONE PERSON ON THE GROUND WAS INJURED BY FLYING DEBRIS.

Brief of Accident (Continued)

File No. - 2256

5/20/86

LOS ANGELES, CA

A/C Reg. No. N1411W

Time (Lcl) - 1805 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. LIFT-OFF - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2279 6/06/86 MARYSVILLE, CA A/C Reg. No. N28509 Time (Lcl) - 1730 PDT

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

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

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

Make/Model	- FAIRCHILD 24R-40	Eng Make/Model	- RANGER 6-410-B3	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 175 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MARYSVILLE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	COLUSA, CA	
Wind Dir/Speed	- 140/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 18000
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model	- 10
	Aircraft Type - 24R-40	Instrument	- UNK/NR
		Multi-Eng	- 1000
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 10
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT'S LEFT WING SPAR FAILED WHILE THE ACFT WAS IN LEVEL FLT. THE PLT WAS ABLE TO REGAIN PARTIAL CONTROL OF THE ACFT AND LANDED IT IN A PLOWED FIELD. THE ACFT OWNER REPORTED HE HAD PREVIOUSLY REPLACED THE RIGHT WING DUE TO DETERIORATION OF THE WOOD STRUCTURE. THE LEFT WING HAD A TOTAL OF 1783 OPERATING TIME DURING THE 46 YEARS PRIOR TO THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 2279

6/06/86

MARYSVILLE,CA

A/C Reg. No. N28509

Time (Lc1) - 1730 PDT

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

Finding(s)

1. WING,SPAR - DETERIORATED
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2284 6/16/86 SAN JOSE, CA A/C Reg. No. N91608 Time (Lcl) - 1610 PDT

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

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

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

Make/Model - NORTH AMERICAN NAVION A	Eng Make/Model - CONTINENTAL E-185-3	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3233	Engine Type - RECIPROCATING-CARBURETOR	
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	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	REID-HILLVIEW
Wind Dir/Speed- 310/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 55.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
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 - 687
SE LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - NAVION	Make/Model- 40
		Instrument- 46
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT'S ENGINE FAILED APRX 10 MINUTES AFTER TAKEOFF. THE ACFT COLLIDED WITH A UTILITY POLE DURING THE FORCED LANDING THAT FOLLOWED. POST ACCIDENT INPSECTION OF THE ACFT REVEALED THE FUEL SELECTOR WAS POSITIONED ON THE AUX TANK. THE MAIN FUEL TANKS WERE FULL. THE ENGINE WAS STARTED AND RAN NORMALLY WHEN FUEL FROM THE MAIN TANK WAS SELECTED. THE ENGINE RAN ONLY 17 SECONDS BEFORE QUITTING WHEN THE AUX TANK WAS SELECTED.

Brief of Accident (Continued)

File No. - 2284

6/16/86

SAN JOSE, CA

A/C Reg. No. N91608

Time (Lcl) - 1610 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - UTILITY POLE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

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

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

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

Brief of Accident

File No. - 2272 6/23/86 PLANADA, CA A/C Reg. No. N3220H Time (Lc1) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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- 310/008 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
CAMERON PARK, CA
Destination
CASA GRANDE, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1042
Make/Model-	25
Instrument-	40
Multi-Eng -	66
Last 24 Hrs -	5
Last 30 Days-	35
Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ENG COUGHED DURING CRUISE FLT AT AN ALT OF 2000 FT AGL. HE APPLIED CARBURETOR HEAT AND THE ENG COUGHED AGAIN AND LOST POWER. THE PLT MADE A FORCED LANDING IN A PLOWED FIELD. THE LANDING GEAR DUG INTO THE TERRAIN AND THE ACFT NOSED OVER. POST ACCIDENT INSPECTION OF THE ACFT AND ENG FAILED TO DISCLOSE ANY FAILURE/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2272

6/23/86

PLANADA, CA

A/C Reg. No. N3220H

Time (Lc1) - 1400 PDT

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

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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. - 2275 6/28/86 WARNER SPRINGS, CA A/C Reg. No. N5LR Time (Lcl) - 1420 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

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

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

Make/Model - SCHLEICHER ASW-19
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 700
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 - NO

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

Weather Data

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

Wind Dir/Speed- 240/011 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 15000 FT
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WARNER SPRINGS, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WARNER SPRINGS
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)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 930
Make/Model- 52
Instrument- 221
Multi-Eng - 761
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BECAME AWARE OF THE LOSS OF THE ELEVATOR CONTROL AS THE GLIDER BEGAN IT'S INITIAL CLIMB DURING AN AERIAL TOW. HE RELEASED FROM THE TOW AIRCRAFT AND MADE AN OFF ARPT FORCED LANDING IN TALL GRASS. THE GLIDER'S RIGHT WING BECAME ENTANGLED IN THE GRASS AND THE GLIDER GROUND LOOPED. THE PLT REPORTED HE HAD FAILED TO CONNECT THE ELEVATOR CONTROLS WHILE ASSEMBLING THE GLIDER FOR THIS FLT.

Brief of Accident (Continued)

File No. - 2275

6/28/86

WARNER SPRINGS, CA

A/C Reg. No. N5LR

Time (Lc1) - 1420 PDT

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
 2. AIRCRAFT SERVICE - POOR - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2274 7/02/86 GARBERVILLE, CA A/C Reg. No. N26186 Time (Lcl) - 1530 PDT

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

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

Make/Model	- HILLER UH-12C	Eng Make/Model	- FRANKLIN VO-335-5D	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 210 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GARBERVILLE, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	GARBERVILLE
Wind Dir/Speed	ATC/Airspace	Runway Ident
330/005 KTS	Type of Flight Plan	- N/A
Visibility	- VFR	Runway Lth/Wid
- 25.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type Apch/Lndg	- DIRT
Lowest Ceiling	- FORCED LANDING	Runway Status
- NONE		- ROUGH
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 - 39
	Months Since - N/A	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - N/A	Make/Model - 39
		Last 30 Days - 19
		Instrument - 0
		Last 90 Days - 39
		Rotorcraft - 39

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD JUST TAKEN OFF ON A TRAINING X-COUNTRY FLT WHEN THE MAIN ROTOR TACHOMETER NEEDLE DECREASED BELOW THE ENGINE TACHOMETER NEEDLE. HE TURNED THE HELICOPTER TO RETURN TO THE ARPT BUT WAS UNABLE TO MAINTAIN ALTITUDE AND LANDED HARD IN ROUGH TERRAIN. AFTER THE ACCIDENT THE STUDENT PLT STATED THAT HE HAD OBSERVED OIL LEAKING IN THE VICINITY OF THE CENTRIFUGAL, DRY CLUTCH DURING THIS AND PREVIOUS PREFLIGHT INSPECTIONS.

Brief of Accident (Continued)

File No. - 2274

7/02/86

GARBERVILLE, CA

A/C Reg. No. N26186

Time (Lc1) - 1530 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - FAILURE, PARTIAL
2. ENGINE ASSEMBLY, CRANKCASE - LEAK
3. FLUID, OIL - LEAK
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - 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)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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. - 2276 7/06/86 VALENCIA, CA A/C Reg. No. N51856 Time (Lcl) - 0820 PDT

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

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

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

Make/Model - TEXAS HELICOPTER OH-13H/M	Eng Make/Model - LYCOMING VO-435A/F	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 260 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VALENCIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VAN NUYS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8850
	Months Since - 19	Make/Model- 1500
HELICOPTER	Aircraft Type - OH13H/M	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 40
		Last 90 Days- 120
		Rotorcraft - 8850

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HEARD A LOUD BANG AND GRINDING NOISE FROM THE ENGINE/MAIN TRANSMISSION AREA WHILE ON A SWATH RUN. HE STATED THAT THE MAIN ROTOR RPM DECAYED IMMEDIATELY AFTER HE HEARD THE NOISE. AS THE HELICOPTER DESCENDED TO ABOUT 50 FEET ABOVE THE GROUND THE PILOT SAID HE FLARED FOR THE TOUCHDOWN. THE HELICOPTER LANDED HARD SEVERING THE SKIDS, TAIL AND SPRAY BOOMS. THE PILOT SAID THE ENGINE CONTINUED TO RUN AFTER THE ACCIDENT, HOWEVER, THE ROTOR WAS NOT TURNING. POST ACCIDENT INSPECTION OF THE TRANSMISSION REVEALED A MASSIVE OVERLOAD FAILURE OF THE LOWER PINION GEAR ASSEMBLY. BOGUS PINION GEARS WERE FOUND INSTALLED IN THE TRANSMISSION.

Brief of Accident (Continued)

File No. - 2276

7/06/86

VALENCIA,CA

A/C Reg. No. N51856

Time (Lc1) - 0820 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR DRIVE SYSTEM,MAIN GEAR BOX/TRANSMISSION - FAILURE,TOTAL
 2. ROTOR DRIVE SYSTEM,MAIN GEAR BOX/TRANSMISSION - OVERLOAD
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2249 7/06/86 HAVASU LAKE, CA A/C Reg. No. N80503 Time (Lcl) - 0330 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

Crew

Pass

Fatal

1

4

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

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

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/009 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

UNK/NR

Destination

LAKE HAVASU CTY, AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE HAVASU CITY

Runway Ident - N/A

Runway Lth/Wid - 6434/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

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 - 450

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 ABOUT 2100 PDT ON 7/5/86, THE FLT DEPARTED LAKE HAVASU CITY, AZ FOR AN UNKN DESTN. ON THE NEXT MORNING AT APRX 0330, WITNESSES, WHO WERE FISHING ON LAKE HAVASU, HEARD THE ACFT CIRCLE TWICE, THEN CRASH ABOUT 2 MI WEST OF THE ARPT ON THE CALIFORNIA SIDE OF THE LAKE. THE WX WAS CLEAR & IT WAS A DARK NIGHT. THERE WAS EVIDENCE THE ACFT IMPACTED IN A STEEP DSCNT; IT MOVED ONLY ABOUT 20' AFTER IMPACT & THERE WAS EXTENSIVE DAMAGE TO THE NOSE & FWD FUSELAGE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. TOXICOLOGY TESTS OF THE PLT & 2 OF THE PAX WERE POSITIVE FOR BENZOYLECGONINE & COCAINE. FOR BENZOYLECGONINE, THE PLT'S BLOOD, LIVER & KIDNEY TISSUE TESTED 0.46 MICROGRAM/MILLILITER, 0.58 MICROGRAM/GRAM & 1.3 MICROGRAMS/GRAM, RESPECTIVELY. FOR COCAINE, HIS LIVER & KIDNEY TISSUE TESTED 0.01 & 0.23 MICROGRAM/GRAM, RESPECTIVELY. THE PLT POSSESSED A STUDENT LICENSE THAT HAD EXPIRED. THREE OF THE 4 PAX WERE OCCUPYING THE 2 REAR SEATS.

Brief of Accident (Continued)

File No. - 2249

7/06/86

HAVASU LAKE, CA

A/C Reg. No. N80503

Time (Lcl) - 0330 PDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2273 7/22/86 SAN JOSE, CA A/C Reg. No. N43876 Time (Lcl) - 1418 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

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - TAYLORCRAFT 19
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12F
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- 270/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SAN JOSE INTERNATIONAL
Runway Ident - 29
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 340 Last 24 Hrs - 4
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 27
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT APPLIED THE BRAKES HEAVILY DURING THE LANDING ROLL. AS THE AIRCRAFT SLOWED TO APPROXIMATELY 5 MPH IT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2273

7/22/86

SAN JOSE, CA

A/C Reg. No. N43876

Time (Lcl) - 1418 PDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - 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. - 2232 8/03/86 ALAMO, CA A/C Reg. No. N49606 Time (Lcl) - 1235 PDT

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250C20B	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 - 427 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DANVILLE, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 16272</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - 5110</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED SEEING THE HELICOPTER CIRCLE TWICE OVER A RESIDENCE AT AN ALT OF APRX 50' AGL. UPON INITIATING THE THIRD TURN THE HELICOPTER ENTERED AN ABRUPT 90 DEG BANK AND NOSED DOWN TO IMPACT WITH THE TERRAIN. EXAM OF THE HELICOPTER FAILED TO REVEAL ANY FAILURE/MALFUNCTION. POSTMORTEM EXAM OF THE PLT REVEALED SEVERE ARTERIOSCLEROTIC HEART DISEASE WHICH MOST PROBABLY RESULTED IN A CATASTROPHIC MYOCARDIAL EVENT JUST PRIOR TO THE ACCIDENT. THE PLT HAD A HISTORY OF HEART DISEASE DATING PRIOR TO OCT, 1981. IN SEPT, 1984, THE PLT WAS DENIED A CLASS II MEDICAL BASED ON HIS MEDICAL HISTORY. IN JAN, 1985, THE NEWLY APPOINTED FAS ISSUED A SPECIAL ISSUANCE CLASS II WITHOUT FURTHER MEDICAL EXAMS. AFTER FURTHER MEDICAL EXAMS IN APRIL, 1986, THE PLT WAS ISSUED AN UNRESTRICTED CLASS II MEDICAL IN MAY, 1986. AT THIS TIME THE PLT WAS ADVISED TO REPORT ANY CHANGES IN HIS MEDICAL CONDITION. DURING THAT SAME MONTH, THE PLT WAS HOSPITALIZED FOR A MYOCARDIAL INFARCTION. THIS EVENT WAS NOT REPORTED TO THE FAS AND THE PLT CONTINUED FLYING.

Brief of Accident (Continued)

File No. - 2232

8/03/86

ALAMO,CA

A/C Reg. No. N49606

Time (Lcl) - 1235 PDT

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

Finding(s)

1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
 2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 3. INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - FAA(ORGANIZATION)
-

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

Finding(s)

4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - DOWNHILL
-

-----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. - 2359 8/08/86 VAN NUYS,CA A/C Reg. No. N50443 Time (Lc1) - 1745 PDT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	AVALON,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS,CA	Runway Ident - N/A
Wind Dir/Speed- 280/009 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 - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1300
SE LAND,ME LAND	Months Since - 12	Make/Model- 3
	Aircraft Type - C-152	Instrument- 104
		Multi-Eng - 200
		Last 24 Hrs - 0
		Last 30 Days- 23
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO PLTS, 1 FLYING BELLANCA 7GCBC, N50443, THE OTHER FLYING CHAMPION 7KAB, N443E, TOOK THEIR GIRL FRIENDS ON A FLT WHICH INCLUDED FORMATION FLYING. THE CHAMPION PLT RPRTD HE FLEW FORMATION WITH THE BELLANCA WITH APRX A 20' SPREAD. RPRTDLY, ABOUT HALF WAY THRU THE FLT, WHILE THE CHAMPION WAS ON BELLANCA'S LEFT WING, THE BELLANCA PITCHED UP ABRUPTLY & WENT OUT OF FORMATION. AFTER REJOINING, THE CHAMPION PLT NOTICED THAT THE BELLANCA'S LEFT STABILIZER WAS BENT ON THE LEFT SIDE. LATER, SMALL ABRASIONS WERE FND ON THE CHAMPION'S RGT WING TIP WHICH MATCHED THE BELLANCA'S LEFT STABILIZER. THE PAX OF THE CHAMPION INDCD THAT AT TIMES DRG THE FLT, THE 2 ACFT CAME IN CLOSE PROXIMITY OF EACH OTHER.

Brief of Accident (Continued)

File No. - 2359

8/08/86

VAN NUYS,CA

A/C Reg. No. N50443

Time (Lc1) - 1745 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2359 8/08/86 VAN NUYS, CA A/C Reg. No. N443E Time (Lcl) - 1745 PDT

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

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

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

Make/Model	- CHAMPION 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/009 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AVALON, CA</p> <p>Destination</p> <p>VAN NUYS, 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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - 7KCAB</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 147</p> <p>Make/Model- 66</p> <p>Instrument- 7</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 8</p>
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Instrument Rating(s) - NONE

-----Narrative-----

TWO PLTS, 1 FLYING BELLANCA 7GCBC, N50443, THE OTHER FLYING CHAMPION 7KCAB, N443E, TOOK THEIR GIRL FRIENDS ON A FLT WHICH INCLUDED FORMATION FLYING. THE CHAMPION PLT RPRTD HE FLEW FORMATION WITH THE BELLANCA WITH APRX A 20' SPREAD. RPRTDLY, ABOUT HALF WAY THRU THE FLT, WHILE THE CHAMPION WAS ON BELLANCA'S LEFT WING, THE BELLANCA PITCHED UP ABRUPTLY & WENT OUT OF FORMATION. AFTER REJOINING, THE CHAMPION PLT NOTICED THAT THE BELLANCA'S LEFT STABILIZER WAS BENT ON THE LEFT SIDE. LATER, SMALL ABRASIONS WERE FND ON THE CHAMPION'S RGT WING TIP WHICH MATCHED THE BELLANCA'S LEFT STABILIZER. THE PAX OF THE CHAMPION INDCD THAT AT TIMES DRG THE FLT, THE 2 ACFT CAME IN CLOSE PROXIMITY OF EACH OTHER.

Brief of Accident (Continued)

File No. - 2359

8/08/86

VAN NUYS,CA

A/C Reg. No. N443E

Time (Lcl) - 1745 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2345 8/14/86 CHESTER, CA A/C Reg. No. N7373H Time (Lcl) - 1630 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/011 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHESTER, CA</p> <p>Destination WENATCHEE, WA</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 CHESTER</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5380/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 260</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-----

AFTER SERVICING THE AIRCRAFT'S FUEL TANKS TO THEIR 80 GALLON CAPACITY THE PILOT, HIS INSTRUCTOR PILOT, AND THEIR PASSENGER BACK TAXIED APPROXIMATELY 1,300 FEET FROM THE DEPARTURE END OF THE RWY AND STARTED THEIR TAKEOFF. WHEN THE AIRCRAFT FAILED TO CLIMB AFTER ROTATION THE INSTRUCTOR PILOT ABORTED THE TAKEOFF. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, IMPACTED A FENCE, AND NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2345

8/14/86

CHESTER, CA

A/C Reg. No. N7373H

Time (Lcl) - 1630 PDT

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

Finding(s)

1. OBJECT - FENCE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. CLIMB - NOT ATTAINED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - CHECK PILOT

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

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

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

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

Brief of Accident

File No. - 2282 8/31/86 SANTA PAULA, CA A/C Reg. No. N10SV Time (Lcl) - 1400 PDT

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

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

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

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AE10-360-B1G6	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1580	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	CAMARILLO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANTA PAULA
Wind Dir/Speed- 260/013 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 276
SE LAND	Months Since - 22	Make/Model- 65
	Aircraft Type - 7ECA	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE BIPLANE CRASHED IN MOUNTAINOUS TERRAIN AFTER A LOSS OF POWER. THE ACFT HAD BEEN DOING AEROBATIC MANEUVERS PRIOR TO THE ENGINE FAILURE. THE PLT INDICATED THAT THE ENGINE QUIT AT 7,500 FT MSL WHILE IN A DESCENT. SHE RELINQUISHED THE FLT CONTROLS TO THE FRONT SEAT CERTIFICATED COMMERCIAL PLT-PASSENGER WHILE SHE ATTEMPTED TO RESTART THE ENGINE. THE ENGINE RESTARTED BUT DID NOT REGAIN ENOUGH POWER TO PREVENT THE ACFT FROM COLLIDING WITH THE TERRAIN. THE FRONT SEAT PILOT WHO WAS CURRENT IN THE ACFT CONTINUED TO FLY UNTIL IMPACT

Brief of Accident (Continued)

File No. - 2282

8/31/86

SANTA PAULA, CA

A/C Reg. No. N10SV

Time (Lcl) - 1400 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)
3. 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

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

Brief of Accident

File No. - 2344 9/14/86 EL MONTE, CA A/C Reg. No. N5066Z Time (Lcl) - 1505 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	0	1
Accident Occurred During -LANDING	Crew Pass	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 - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL MONTE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL MONTE, CA	EL MONTE
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3995/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2138
SE LAND, ME LAND	Months Since - 0	Make/Model- 4
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1090
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT ROLLED TO THE RIGHT AS THE STUDENT PILOT AND HIS INSTRUCTOR NEARED THE RUNWAY. THE INSTRUCTOR TOOK THE CONTROLS AND THE ACFT CONTINUED THE RIGHT TURN. THE ACFT IMPACTED STORAGE BUILDINGS APPROXIMATELY 300 FEET TO THE RIGHT OF THE RWY. A BUSINESS JET LANDED ON SAME RWY 3 MINUTES AND 40 SECONDS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2344

9/14/86

EL MONTE, CA

A/C Reg. No. N5066Z

Time (Lc1) - 1505 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

Brief of Accident

File No. - 2277 10/15/86 BAKERSFIELD, CA A/C Reg. No. N107Q Time (Lc1) - 0805 PDT

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

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

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

Make/Model - BEECH K35	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 - 2900	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	OFF AIRPORT/STRIP
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	YUMA, AZ	Runway Ident - N/A
Wind Dir/Speed- 110/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 413
SE LAND,ME LAND	Months Since - 2	Make/Model- 23
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 59
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS IN LEVEL CRUISE AT AN ALTITUDE OF 3,500 FEET WHEN THE ENGINE BEGAN TO RUN ROUGH. A PRECAUTIONARY LANDING WAS MADE. AS THE AIRCRAFT WAS TOUCHING DOWN, TOWER PERSONNEL NOTIFIED THE PILOT THAT THE AIRCRAFT WAS ON FIRE. THE PILOT EVACUATED THE AIRCRAFT AND AIRPORT FIRE EQUIPMENT EXTINGUISHED THE FIRE. INVESTIGATION REVEALED THAT THE THREE CYLINDERS ON THE RIGHT SIDE OF THE ENGINE HAD NOT BEEN PROPERLY SECURED DURING THE RECENT ENGINE OVERHAUL. THE FUEL PRESSURE LINE HAD BURNED AWAY AND REDIRECTED FUEL TO THE INSIDE OF THE ENGINE COWLING. THE AIRCRAFT HAD FLOWN A TOTAL OF THREE HOURS SINCE THE INSTALLATION OF THE OVERHAULED ENGINE.

Brief of Accident (Continued)

File No. - 2277

10/15/86

BAKERSFIELD, CA

A/C Reg. No. N107Q

Time (Lc1) - 0805 PDT

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. EXHAUST SYSTEM, BAFFLE - LOOSE
 2. MAINTENANCE, MAJOR REPAIR - INADEQUATE - MANUFACTURER
 3. EXHAUST SYSTEM, MANIFOLD - SEPARATION
 4. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 5. FUEL SYSTEM, LINE - BURNED
 6. THROTTLE/POWER LEVER - INOPERATIVE
 7. MIXTURE CONTROL, LINKAGE - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

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

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

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. - 2223 10/18/86 PACOIMA, CA A/C Reg. No. 18737 Time (Lcl) - 1430 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	WHITEMAN
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 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 - 67	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REFUELED THE ACFT, BUT WAS UNABLE TO RESTART THE ENG BY USING THE BATTERY. HE HAND PROPPED THE ENG WHICH STARTED IMMEDIATELY. THE ACFT BEGAN TO MOVE UNATTENDED & THE PLT CLUNG TO THE LEFT WING STRUT, BUT RELINQUISHED HIS GRIP AFTER THE ACFT MOVED APRX 20 FT. THE ACFT CONTINUED & STRUCK 2 OTHER SINGLE ENG ACFT BEFORE STOPPING. A WITNESS SHUT DOWN THE ENG BY TURNING OFF THE MAGNETOS. POLICE, PARAMEDICS & WITNESSES NOTED A STRONG ODOR OF ALCOHOL ON THE PLT'S BREATH. A POLICE OFFICER ALSO NOTED THAT THE PLT'S SPEECH WAS "THICK/SLURRED." THE INJURED PLT WAS TAKEN TO A MEDICAL CENTER, BUT HE LEFT BEFORE BEING CHECKED FOR ALCOHOL CONSUMPTION. A WITNESS STATED THAT HE & THE PLT WERE IN A BAR PRIOR TO THE ATTEMPTED FLT & THAT THE PLT HAD OFFERED TO FLY HIM TO BAKERSFIELD, CA. THE PLT'S LAST MEDICAL CERTIFICATE WAS DATED 12/28/82; AT THAT TIME, HE RPRTD HE HAD ACCUMULATED 1000 HRS OF FLT TIME.

Brief of Accident (Continued)

File No. - 2223

10/18/86

PACDIMA,CA

A/C Reg. No. 18737

Time (Lcl) - 1430 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2222 10/20/86 BIG BEAR CITY, CA A/C Reg. No. N9206D Time (Lcl) - 1315 PDT

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

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

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

Make/Model	- PIPER PA-22-160	Eng Make/Model	- LYCOMING O-320-B2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAN DIEGO, CA</p> <p>Destination BIG BEAR CITY, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BIG BEAR CITY</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 5850/ 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>COMMERCIAL, ATP, FLT ENG</p> <p>SE LAND, ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - DC-9</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13244</p> <p>Make/Model- 69</p> <p>Instrument- 1850</p> <p>Multi-Eng - 12086</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- 84</p> <p>Last 90 Days- 214</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF RWY 7 DURING LANDING ROLL. THE PLT INDICATED THE ACFT VEERED TO THE RIGHT. THERE WAS A SINGLE RUBBER SKID MARK APRX 150 FT LONG FOUND ON THE RWY. THE WIND WAS REPORTED BY ANOTHER PLT TO BE "DOWN THE RUNWAY AT 10-15 KNOTS." EXAMINATION OF THE ACFT REVEALED THE LEFT BRAKE MASTER CYLINDER FAILED. METAL PARTICLES HAD CONTAMINATED THE BRAKE FLUID. VISUAL INSPECTION OF THE CYLINDER WALLS SHOWED SIGNS OF DETERIORATION.

Brief of Accident (Continued)

File No. - 2222

10/20/86

BIG BEAR CITY, CA

A/C Reg. No. N9206D

Time (Lcl) - 1315 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 3. FLUID, HYDRAULIC - CONTAMINATION
-

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

Finding(s)

4. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2283 11/01/86 HALF MOON BAY,CA A/C Reg. No. N71745 Time (Lcl) - 1515 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

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

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
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- 330/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAYWOOD,CA
Destination
HALF MOON BAY,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3064
Make/Model-	23
Instrument-	57
Last 24 Hrs -	2
Last 30 Days-	64
Last 90 Days-	214
Rotorcraft -	2530

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING A FORCED LANDING FOLLOWING A LOSS OF ENGINE POWER. THE PLT INDICATED THAT HE RETARDED THE THROTTLE AND APPLIED THE CARBURETOR HEAT TO DESCEND FROM 3,000 TO 2,000 FT WHEN THE ENGINE QUIT. HE WAS UNABLE TO RESTART THE ENGINE BECAUSE THE ACFT WAS NOT EQUIPPED WITH AN ELECTRICAL STARTING SYSTEM. HE LANDED THE ACFT IN A FIELD WITH ROUGH/SOFT SURFACE CONDITIONS COLLAPSING THE LANDING GEAR AND CAUSING SUBSTANTIAL DAMAGE TO THE ACFT'S FUSELAGE. THE PLT ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS. THE ACFT'S ENGINE WAS EXAMINED AND NO CAUSE FOR THE LOSS OF POWER WAS DETERMINED.

Brief of Accident (Continued)

File No. - 2283

11/01/86

HALF MOON BAY, CA

A/C Reg. No. N71745

Time (Lcl) - 1515 PST

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

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - RISING
 3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2280 11/06/86 SHINGLE SPRINGS,CA A/C Reg. No. N9674Q Time (Lcl) - 1500 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire Crew Fatal Serious Minor None
ON GROUND Pass 0 0 0 1
0 0 0 1

-----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- 320/016 KTS
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
LODI,CA
Destination
SHINGLE SPRINGS,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CAMERON AIRPARK
Runway Ident - 31
Runway Lth/Wid - 4060/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 781 Last 24 Hrs - 2
Make/Model- 225 Last 30 Days- 2
Instrument- 63 Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INDICATED THAT AFTER LANDING THE ENG QUIT WHILE TURNING THE ACFT AROUND ON THE RWY. HE ATTEMPTED TO RESTART THE ENG SEVERAL TIMES BUT WAS UNABLE. THE PLT THEN EXITED THE ACFT AND PUSHED IT TO THE RWY SHOULDER. A LOCAL MECHANIC WHO WAS ALSO A PLT, ARRIVED AND ASSISTED THE PLT. THE MECHANIC ATTEMPTED TO START THE ENG. THE PLT WHO WAS OUTSIDE OF THE ACFT AT THE TIME NOTICED A FIRE IN THE ENG COWLING. THE MECHANIC THEN SHUT THE FUEL OFF AND EXITED THE ACFT ALONG WITH THE PLT'S PAX. THE PLT INDICATED THAT THERE WAS NO FIRE EXTINGUISHER NEARBY AND THE FIRE WAS ALLOWED TO SPREAD, DESTROYING THE ACFT. THE CESSNA PILOT'S OPERATING HANDBOOK CAUTIONS PILOT'S ABOUT THE HAZARD OF FIRE IN THE INDUCTION SYSTEM IF FUEL IS ALLOWED ACCUMULATE. THE HANDBOOK STATES, "PUMPING THE THROTTLE MAY CAUSE RAW FUEL TO ACCUMULATE IN THE INTAKE AIR DUCT, CREATING A FIRE HAZARD IN THE EVENT OF A BACKFIRE. IF THIS OCCURS, MAINTAIN A CRANKING ACTION TO SUCK THE FLAMES INTO THE ENGINE."

Brief of Accident (Continued)

File No. - 2280

11/06/86

SHINGLE SPRINGS,CA

A/C Reg. No. N9674Q

Time (Lc1) - 1500 PST

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED

Occurrence #2 FIRE
Phase of Operation STANDING

Finding(s)

2. FUEL SYSTEM, RAM AIR - FUEL
3. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. FUEL SYSTEM, RAM AIR - FIRE
5. STARTING PROCEDURE - IMPROPER - OTHER MAINTENANCE PSNL
6. FIRE EXTINGUISHER, PORTABLE - UNAVAILABLE
7. REMEDIAL ACTION - NOT PERFORMED - OTHER MAINTENANCE PSNL
8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER MAINTENANCE PSNL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2341 11/09/86 PERRIS, CA

A/C Reg. No. N50CS

Time (Lcl) - 1300 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
2
0

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

Make/Model - SCHWEIZER SGS 2-33
Landing Gear - SKID
Max Gross Wt - 1040
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
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- 300/005 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
PERRIS, CA
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 - DIRT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 2012 Last 24 Hrs - 2
Make/Model - 1012 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 12
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A SCHWEIZER SGS 2-33 GLIDER COLLIDED WITH A DRAINAGE DITCH AFTER A FORCED LANDING TWO MILES SHORT OF THE AIRPORT. THE GLIDER LOST LIFT AND WAS UNABLE TO RETURN TO THE AIRPORT DUE TO POWER LINES IN THE FLIGHT PATH. THE PILOT MADE A 180 DEGREE TURN AND LANDED OFF THE AIRPORT IN A FIELD. ON THE LANDING ROLL THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 2341

11/09/86

PERRIS,CA

A/C Reg. No. N50CS

Time (Lcl) - 1300 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - DITCH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2281 11/12/86 SAN JOSE, CA A/C Reg. No. N5153W Time (Lcl) - 0630 PST

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

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

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

Make/Model - PIPER PA-28-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALO ALTO, CA	REID-HILLVIEW
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 92
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 90
		Last 30 Days- 17
		Instrument- 1
		Last 90 Days- 27
		Multi-Eng - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT THROUGH A FENCE AND COLLIDED WITH TREES AFTER A "HAND-PROPPED" START. THE STUDENT PLT HAD EXHAUSTED THE ACFT BATTERY POWER DURING PREVIOUS STARTING ATTEMPTS. HE THEN TIED THE ACFT DOWN AT BOTH WINGS AND THE TAIL. HE PRIMED THE ENG WITH THE MIXTURE CONTROL FULL RICH, THROTTLE FULL OPEN AND THE MAGNETOS OFF. HE THEN OPENED THE THROTTLE APRX 1/4 INCH AND TURNED THE MAGNETOS ON. THE ENG STARTED IMMEDIATELY WHEN IT WAS HAND-PROPPED AND ACCELERATED TO A HIGH RPM. THE ACFT BROKE FREE OF THE TIE DOWN ROPES AND COLLIDED WITH AND PASSED THROUGH A CYCLONE FENCE. THE ACFT CAME TO REST WHEN IT COLLIDED WITH TWO TREES ON THE OTHER SIDE OF THE FENCE.

Brief of Accident (Continued)

File No. - 2281

11/12/86

SAN JOSE,CA

A/C Reg. No. N5153W

Time (Lcl) - 0630 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2342 11/21/86 FULLERTON, CA A/C Reg. No. N4520D Time (Lcl) - 1533 PST

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

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

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

Make/Model - GULFSTREAM AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1360	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LONG BEACH, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	FULLERTON, CA	FULLERTON
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3121/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3800 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1398
SE LAND, ME LAND	Months Since - 1	Make/Model- 4
	Aircraft Type - C-172	Instrument- 102
		Multi-Eng - 49
		Last 24 Hrs - 3
		Last 30 Days- 76
		Last 90 Days- 278
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GULFSTREAM AMERICAN AA-5B LOST POWER AND COLLIDED WITH A TREE SHORT OF THE RUNWAY WHILE ON AN IFR TRAINING FLIGHT. THE FLIGHT INSTRUCTOR HAD JUST SWITCHED FUEL TANKS WHEN THE ENGINE BEGAN TO RUN ROUGH AND THEN QUIT RUNNING. HE WAS UNABLE TO RESTART THE ENGINE. THE PRIVATE PILOT UNDERGOING INSTRUMENT TRAINING CONDUCTED THE PREFLIGHT INSPECTION WITHOUT THE AID OF THE AIRCRAFT OPERATORS MANUAL. HE DID NOT CHECK THE LEFT AND RIGHT WING FUEL SUMP DRAINS. AIRCRAFT FUEL SAMPLES WERE TAKEN FROM THE RIGHT AND LEFT WING TANK FUEL SUMPS AND FUEL LINE FROM THE FUEL PUMP TO THE CARBURETOR. LABORATORY TEST RESULTS INDICATED THE FUEL SAMPLE TAKEN FROM THE FUEL LINE FROM THE FUEL PUMP TO THE CARBURETOR CONTAINED 12.6 % WATER BY VOLUME. THE RIGHT FUEL SUMP ALSO CONTAINED TRACES OF WATER. EXAMINATION OF THE REFUELING TRUCK SAMPLE DID NOT REVEAL ANY IMPURITIES.

Brief of Accident (Continued)

File No. - 2342

11/21/86

FULLERTON,CA

A/C Reg. No. N4520D

Time (Lcl) - 1533 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - FLIGHT INSTRUCTOR(ON GROUND)
2. FUEL SYSTEM,STRAINER - CONTAMINATION
3. AIRCRAFT PREFLIGHT - IMPROPER - DUAL STUDENT
4. FUEL SYSTEM,TANK - WATER
5. FLIGHT MANUALS - NOT USED - FLIGHT INSTRUCTOR(ON GROUND)
6. FUEL SYSTEM,STRAINER - WATER
7. FLIGHT MANUALS - NOT USED - DUAL STUDENT
8. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 1,3,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2301 11/28/86 EL CAJON, CA A/C Reg. No. N269WB Time (Lcl) - 1550 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

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

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

Make/Model - NORTH AMERICAN-MASLON SNJ-4
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - P&W 1340AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 650 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/007 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL CAJON, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GILLISPIE
Runway Ident - 27R
Runway Lth/Wid - 5341/ 100
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 114

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 447 Last 24 Hrs - 1
Make/Model- 111 Last 30 Days- UNK/NR
Instrument- 8 Last 90 Days- 70
Multi-Eng - 33

Instrument Rating(s) - NONE

-----Narrative-----

A NORTH AMERICAN SNJ-4 GROUND LOOPED AFTER A LOSS OF CONTROL DURING TAKEOFF ROLL ON RUNWAY 27R. THE AIRCRAFT SWERVED TO THE LEFT TWICE AND THEN LIFTED OFF THE GROUND WITH A HIGH ANGLE OF ATTACK AND LOW AIRSPEED. THE AIRCRAFT THEN "MUSHED ALONG" AT APPROXIMATELY 10 TO 15 FEET AGL. THE AIRCRAFT WAS CONTINUING TO DRIFT LEFT TOWARDS THE TERMINAL BUILDING WHEN IT REACHED RUNWAY 27L. THE AIRCRAFT THEN BEGAN TO ROLL LEFT AND DRAGGED ITS LEFT WING TIP. THE AIRCRAFT LOST ALTITUDE AND CAME TO REST ON ITS BELLY. A WITNESS STATED THAT THE ENGINE SOUNDED GOOD TILL THE TIME THE PROPELLOR STRUCK THE GROUND. HE ALSO REPORTED THAT THE WINDS WERE 90 DEGREES TO THE RUNWAY AND THE WIND SOCK WAS FULLY EXTENDED.

Brief of Accident (Continued)

File No. - 2301

11/28/86

EL CAJON, CA

A/C Reg. No. N269WB

Time (Lc1) - 1550 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. ROTATION - EXCESSIVE - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. STALL/MUSH - PERFORMED - PILOT IN COMMAND

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) 2,3,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2309 12/07/86 DAVIS, CA A/C Reg. No. N25592 Time (Lcl) - 0045 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

1

-----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- 340/014 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SACRAMENTO, CA

Destination

DAVIS, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT.

Flight Time (Hours)

Total - 560

Make/Model- 11

Instrument- 67

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 8

Last 90 Days- 53

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 152 NOSED OVER IN A ROUGH PLOWED FIELD AFTER A PARTIAL LOSS OF POWER WHILE ON A NIGHT VFR PLEASURE FLIGHT. THE PILOT INDICATED THAT HE WAS ON A DATE WITH HIS GIRL FRIEND AND OFFERED TO DEMONSTRATE NEGATIVE GRAVITY TO HER. HE SLOWED THE AIRCRAFT AND CLIMBED TO APPROXIMATELY 2,600 FEET MSL. DURING THE RECOVERY FROM THE RESULTING DIVE, THE AIRCRAFT ENGINE BEGAN TO RUN ROUGH AND WOULD PRODUCE ONLY PARTIAL POWER. THE PILOT CHECKED THE MIXTURE CONTROL, THE MAGNETOS, FUEL QUANTITY, FUEL VALVE, AND CARBURETOR HEAT. THE ENGINE WOULD ONLY PRODUCE 1,400 RPM AND THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE. THE PILOT EXECUTED A FORCED LANDING TO A ROUGH PLOWED FIELD. THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. EXAMINATION OF THE AIRCRAFT ENGINE BY AN AIRFRAME AND POWERPLANT REVEALED NO DISCREPANCIES IN THE ENGINE CONTROLS OR AIRCRAFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2309

12/07/86

DAVIS, CA

A/C Reg. No. N25592

Time (Lcl) - 0045 PST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INTENTIONAL - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

4. ENGINE ASSEMBLY - FAILURE, PARTIAL
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LOSS, TOTAL
6. POWERPLANT CONTROLS - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2340 12/10/86 HAYWARD, CA A/C Reg. No. N1429H Time (Lcl) - 1832 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
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 - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OAKLAND, CA
Destination
SALINAS, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 293	Last 24 Hrs	- 1
Make/Model-	94	Last 30 Days-	15
Instrument-	40	Last 90 Days-	38
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PIPER PA-28-235 COLLIDED WITH A DIRT BANK AFTER A LOSS OF POWER WHILE ON A NIGHT VFR PLEASURE FLIGHT. THE PLT INDICATED THAT APRX 3 MIN AFTER TAKEOFF WHILE CRUISING AT 1,400 FT MSL THE ENGINE RPM ABRUPTLY DECREASED TO IDLE. THE FUEL SELECTOR CONTROL WAS FOUND IN THE LEFT TIP TANK POSITION AFTER THE ACCIDENT AND THE LEFT TIP TANK WAS EMPTY. THE OPERATORS MANUAL FOR THE ACFT STATES "FOR ALL OPERATIONS THE TIP TANKS SHOULD BE USED LAST. WHEN USING LESS THAN THE STANDARD 84 GAL CAPACITY OF THE TANKS, IT IS RECOMMENDED THE TIP TANKS BE FILLED FIRST AND THEN REGULATE THE FUEL LOAD BY VARYING THE AMOUNT OF FUEL IN THE INBOARD TANKS." THE PLT INDICATED THAT THERE WAS 30-35 GALS OF FUEL ON BOARD AT THE LAST TAKEOFF. THE CAPACITY OF THE TWO MAIN INBOARD TANKS IS 25 GALS EACH. THE TIP TANKS HOLD 17 GALS EACH. THE PLT INDICATED IN HIS STATEMENT THAT DURING HIS PREFLIGHT INSPECTION THE LEFT MAIN TANK WAS FILLED TO THE FILLER NECK WHILE THE RIGHT MAIN TANK WAS BELOW THE TAB.

Brief of Accident (Continued)

File No. - 2340

12/10/86

HAYWARD, CA

A/C Reg. No. N1429H

Time (Lc1) - 1832 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. WEATHER CONDITION - HAZE
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2302 12/13/86 SAN JOSE, CA A/C Reg. No. N2209Q Time (Lcl) - 0055 PST

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

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING TIO-540 SER	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 3.000 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - 20000 FT OVERCAST Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point HAYWARD, CA Destination BURBANK, CA ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - FORCED LANDING	Airport Proximity ON AIRPORT Airport Data REID HILLVIEW Runway Ident - 31R Runway Lth/Wid - 3101/ 75 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, ATP, CFI SE LAND, ME LAND	Age - 30 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - SENECA	Medical Certificate - UNK/NR Flight Time (Hours) Total - 2705 Make/Model - 119 Instrument - 190 Multi-Eng - 129 Last 24 Hrs - 4 Last 30 Days - 99 Last 90 Days - 266
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA 32R-300 LANDED SHORT OF THE RWY AFTER A LOSS OF POWER. THE PLT REPORTED DURING THE CLIMB THAT HE TURNED ON THE HEATER AND THE WINDSHIELD TURNED BLACK OBSCURING OUTSIDE VISION. THE PLT ALSO INDICATED THAT THERE WAS A "PUNGENT ODOR" AT THE SAME TIME. THE PLT RETARDED THE THROTTLE AND THE WINDSHIELD BEGAN TO CLEAR. WHEN THE PLT ADVANCED THE THROTTLE TO RESUME THE CLIMB THE ENG BEGAN TO RUN ROUGH AND THEN WOULD NOT PRODUCE POWER. HE WAS GIVEN RADAR VECTORS TOWARD AN AIRPORT. THE PLT INDICATED THAT HE WAS UNABLE TO JUDGE HIS POSITION IN RELATION TO THE AIRPORT DUE TO POOR VISIBILITY. HE PREMATURELY LOST ALTITUDE BY S-TURNING AND SUBSEQUENTLY LANDED SHORT OF AND PARALLEL TO THE RWY. THE AIRCRAFT'S ENG WAS EXAMINED UNDER THE SUPERVISION OF A FAA AIRWORTHINESS INSPECTOR. IT WAS NOTED THAT 4 SPARK PLUGS HAD BEEN DAMAGED IN THE AREA OF THE ELECTRODE. FURTHER EXAMINATION DURING A TEARDOWN INSPECTION REVEALED THE MUFFLER HAD EXPLODED BLOCKING THE AIR INDUCTION SYSTEM.

Brief of Accident (Continued)

File No. - 2302

12/13/86

SAN JOSE, CA

A/C Reg. No. N22090

Time (Lc1) - 0055 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - EXPLODED
2. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
3. FUEL SYSTEM, RAM AIR - BLOCKED (PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. ENGINE ASSEMBLY - FAILURE, PARTIAL
5. RADAR ASSISTANCE TO VFR AIRCRAFT - PERFORMED - PILOT IN COMMAND
6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

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

Finding(s)

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
8. FLARE - MISJUDGED - PILOT IN COMMAND
9. LIGHT CONDITION - DARK NIGHT
10. WEATHER CONDITION - FOG
11. WEATHER CONDITION - HAZE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2303 4/25/86 DENVER, CO A/C Reg. No. N73104 Time (Lcl) - 1000 MST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier - ASPEN AIRWAY, INC	NONE		Fatal	1	0	None
Type of Operation - SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	1	0	2
Flight Conducted Under - 14 CFR 121	NONE	Pass	0	0	0	28
Accident Occurred During - DESCENT						

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

Make/Model - CONVAIR 580	Eng Make/Model - ALLISON 501-D13H	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 47000	Engine Type - TURBOPROP	
No. of Seats - 48	Rated Power - 3750 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ASPEN, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 65.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 10450
SE LAND, ME LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - 580	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-----

N73104 WAS OPERATING AS ASPEN AIRWAY FLT 416, SCHEDULED PAX SERVICE FROM ASPEN TO DENVER. THE FLT PROCEEDED UNEVENTFULLY UNTIL LIGHT TURB WAS ENCOUNTERED NEAR DENVER. THE CAPTAIN HAD AUTHORIZED THE FLT ATTENDANT TO PERFORM BEVERAGE SVC. AFTER COMPLETING THE SVC, THE FLT ATTENDANT WAS IN THE AFT GALLEY WHEN A MODERATE BUMP WAS ENCOUNTERED AT 16,000 FT. THE FLT ATTENDANT RECEIVED SERIOUS BACK INJURIES THAT LEFT HER INCAPACITATED THE REMAINDER OF THE FLT.

Brief of Accident (Continued)

File No. - 2303

4/25/86

DENVER, CO

A/C Reg. No. N73104

Time (Lc1) - 1000 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
3. MISC EQPT/FURNISHINGS, SEAT BELT - NOT ENGAGED
4. SEAT BELT - NOT USED - FLIGHT ATTENDANT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2227 9/21/86 BROOMFIELD, CO A/C Reg. No. N2674Z Time (Lcl) - 1115 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

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

Make/Model - CESSNA 185C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
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 - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 040/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEXINGTON, NE
Destination
SAME AS ACC/INC

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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

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

Age - 53

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1176
Make/Model-	1176
Instrument-	69
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT HE MADE AN "EXTRA SMOOTH LANDING" ON RWY 11L AND DURING THE LANDING ROLL THE RIGHT MAIN LANDING GEAR COLLAPSED. EXAMINATION OF LANDING GEAR MOUNTING BOLT REVEALED EVIDENCE OF AN OVERLOAD FAILURE. THE ENGINEER THAT EXAMINED THE BOLT, NUT, AND MOUNTING PLATE STATED THAT THERE WAS NO EVIDENCE OF PREVIOUS "WEAR" AROUND THE BOLT HOLE. THERE WAS EVIDENCE OF DIRT AND GREASE FOUND BETWEEN THE LANDING GEAR AND THE MOUNTING PLATE. THE WIND WAS REPORTED TO BE 040 DEGREES AT 10 KNOTS.

Brief of Accident (Continued)

File No. - 2227

9/21/86

BROOMFIELD, CO

A/C Reg. No. N2674Z

Time (Lcl) - 1115 MDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
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) 1,3,4

Brief of Accident

File No. - 2365 11/29/86 STEAMBOAT SPRGS,CO A/C Reg. No. N36TS Time (Lcl) - 1315 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	1	0	0	0
Type of Operation - PERSONAL	ON GROUND	Pass	4	0	0	0
Flight Conducted Under -14 CFR 91						
Accident Occurred During -CLIMB						

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TS10-520	SERI	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 6	Rated Power - 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 530
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT AND FOUR PAXS WERE RETURNING HOME FROM A SKI VACATION. A WITNESS AT THE ARPT OBSERVED A NORMAL TAKEOFF AND SAW THE ACFT TURN TOWARDS AN AREA OF HIGH TERRAIN LOCATED APPROXIMATELY 1.5 MILES FROM THE STEAMBOAT ARPT. THE WITNESS OBSERVED N36TS CONTINUE ON A HEADING TOWARDS COPPER RIDGE AT AN ALTITUDE THAT WAS NOT SUFFICIENT TO CLEAR THE SUMMIT. THE ACFT COLLIDED WITH TREES AND THE GROUND APPROXIMATELY 100 FEET BELOW THE SUMMIT. THE ACFT WAS DESTROYED BY A POST CRASH FIRE. PERFORMANCE CHARTS FOR THE ACFT INDICATED A RATE OF CLIMB OF 1,060 FPM AND A DISTANCE OF APPROXIMATELY 5 MILES TO CLIMB FROM 6,879 FEET TO 8,400 FEET. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, FLT CONTROL SYS, ENG OR PROP PRIOR TO THE INITIAL IMPACT. ATTEMPTS TO LOCATE THE PLTS LOG BOOKS FOR FLT TIME WAS UNSUCCESSFUL. TIME EST FROM MED RECORDS.

Brief of Accident (Continued)

File No. - 2365

11/29/86

STEAMBOAT SPRGS.CO

A/C Reg. No. N36TS

Time (Lcl) - 1315 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
8. CLEARANCE - MISJUDGED - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2325 12/25/86 OVID, CO A/C Reg. No. N1068E Time (Lcl) - 1200 MST

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

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

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C1E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHAPPELL, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 280/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2630
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAW SMOKE FROM ENGINE COMPARTMENT ON CLIMB TO CRUISE. HE MADE A FORCED LANDING AFTER CIRLING THE FIELD. DURING LANDING ROLL, THE PLT APPLIED EXCESSIVE BRAKING AND THE ACFT NOSED OVER. THERE WAS A POST ACCIDENT FIRE.

Brief of Accident (Continued)

File No. - 2325

12/25/86

OVID,CO

A/C Reg. No. N1068E

Time (Lcl) - 1200 MST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2380 12/27/86 GILCREST, CO A/C Reg. No. N78475 Time (Lcl) - 0926 MST

-----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	Serious	Minor	None
1	0	0	0
0	0	0	0

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

Make/Model - PIPER PA-12-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 320/006 KTS
Visibility - 60.0 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
FORT COLLINS, CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - BE-V35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000

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 PLT MADE A LOW PASS AT APRX 200 FT AGL & WAVED AT TWO FRIENDS WHO WERE DUCK HUNTING. HE THEN MADE A 2ND PASS AT APRX 150 FT & LEFT THE AREA. ABOUT 10 MIN LATER, THE ACFT RETURNED & WAS SEEN FLYING DOWN A RIVER AT TREE TOP LEVEL. THE ACFT STRUCK 3 OF 4 POWER LINES & CRASHED ON A SAND BAR IN THE MIDDLE OF THE RIVER.

Brief of Accident (Continued)

File No. - 2380

12/27/86

GILCREST,CO

A/C Reg. No. N78475

Time (Lc1) - 0926 MST

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

Finding(s)

1. BUZZING
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SAND BAR

-----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. - 2295 9/01/86 NEW HAVEN, CT A/C Reg. No. N2447B Time (Lcl) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

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

Make/Model - PIPER PA-38-112

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3600

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW HAVEN, CT

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

TWEED HEW HAVEN

Runway Ident - 20

Runway Lth/Wid - 5600/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

ME LAND

Age - 27

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 - 505 Last 24 Hrs - 3

Make/Model- 39 Last 30 Days- UNK/NR

Instrument- 53 Last 90 Days- 175

Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED ENGINE OUT ON TAKEOFF, THE STUDENT PLT LEVELED THE ACFT INSTEAD OF LOWERING THE NOSE TO MAINTAIN AIRSPEED. THE CFI TOOK OVER CONTROL OF THE ACFT, HOWEVER, THE AIRSPEED WAS TOO SLOW TO ARREST THE RATE OF DESCENT. THE ACFT CONTACTED THE SURFACE HARD ON THE MAIN GEAR.

Brief of Accident (Continued)

File No. - 2295

9/01/86

NEW HAVEN,CT

A/C Reg. No. N2447B

Time (Lc1) - 1930 EDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. ABORTED TAKEOFF - PERFORMED - DUAL STUDENT
-

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

Finding(s)

3. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
 4. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2363 6/29/86 TITUSVILLE, FL A/C Reg. No. N6561B Time (Lcl) - 1430 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

Injuries

Serious

0

0

Minor

1

1

None

0

0

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

Make/Model - MOONEY M20A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-AIA

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- 300/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 3600 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST.CLOUD, FL

Destination

TITUSVILLE, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ARTHUR DUNN

Runway Ident - 33

Runway Lth/Wid - 3000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 513

Make/Model- 90

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE WIND CHANGED FROM A CROSSWIND TO A TAILWIND ON FINAL APCH. HE CONTINUED THE APCH, LANDED, & DURING THE LANDING ROLL, REALIZED "THE BRAKES WERE NOT WORKING PROPERLY," & THAT HE WOULD BE UNABLE TO STOP THE ACFT ON THE RWY. HE THEN MANEUVERED THE ACFT TOWARDS THE SIDE OF THE RWY, DURING WHICH, IT STRADDLED A DITCH CAUSING THE LEFT MAIN GEAR TO COLLAPSE. DUE TO THE DELAY IN REPORTING OF THIS ACCIDENT NO DETERMINATION COULD BE MADE AS TO THE MALFUNCTION OF THE BRAKES.

Brief of Accident (Continued)

File No. - 2363

6/29/86

TITUSVILLE,FL

A/C Reg. No. N6561B

Time (Lcl) - 1430 EDT

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

Finding(s)

1. LANDING GEAR,ANTI-SKID BRAKE SYSTEM - UNDETERMINED
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - DITCH
 9. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

10. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 11. LANDING GEAR,MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2257 12/09/86 ZEPHYRHILLS, FL A/C Reg. No. N8390F Time (Lcl) - 1530 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
DESTROYED
Fire
ON GROUND

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

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

Make/Model - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
TAMPA, FL
Destination
JACKSONVILLE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 170/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 68

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 2000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 20
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED THAT SHE HEARD THE ENG ON THE HELICOPTER QUIT. SHE LOOKED OUT HER WINDOW AND WATCHED THE HELICOPTER HIT THE GROUND, BOUNCE, HIT AGAIN, FLIP OVER AND THE TAIL BROKE OFF. THE HELICOPTER THEN BURST INTO FLAMES AND EXPLODED. EXAM OF THE ENG REVEALED THAT THE PC AIR FILTER ASSEMBLY WAS BROKEN AT THE FORWARD INLET SIDE OF THE FILTER BODY WHICH RESULTED IN THE LOSS OF PC AIR PRESSURE TO THE FUEL CONTROL. THIS CAUSED THE ENG POWER TO REDUCE TO FLIGHT IDLE. THE PC FILTER HOUSING BROKE DUE TO AN IMPROPER MODIFICATION TO THE FILTER BODY.

Brief of Accident (Continued)

File No. - 2257

12/09/86

ZEPHYRHILLS, FL

A/C Reg. No. N8390F

Time (Lcl) - 1530 EST

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

Finding(s)

1. BLEED AIR SYSTEM - NO PRESSURE
 2. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 4. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - GROUND
-

Occurrence #4 ROLL OVER
Phase of Operation LANDING

Occurrence #5 FIRE/EXPLOSION
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. - 2206 12/22/86 MIDDLEBURG, FL A/C Reg. No. N739SV Time (Lcl) - 1800 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BONIFAY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. AUGUSTINE, FL	Runway Ident - N/A
Wind Dir/Speed- 040/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 60
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT WAS RECEIVING FLT FOLLOWING SERVICES FROM JACKSONVILLE APCH CONTROL. RADAR AND RADIO CONTACT WAS LOST SHORTLY AFTER THE PLT REPORTED TO APCH CONTROL HE WAS DESCENDING OUT OF 4,500 FT IN PREPARATION FOR HIS LANDING AT ST. AUGUSTINE, FL. A WITNESS STATED THAT HE COULD HEAR THE ACFT FLYING LOW AND THAT THE ENG WAS RUNNING AT A STEADY CRUISING SPEED UNTIL HE HEARD THE ACFT IMPACT THE GROUND. THE WEATHER IN THE JACKSONVILLE AREA WAS INSTUMENT FLT CONDITIONS. THE PLT HELD A STUDENT PLT CERTIFICATE WHICH HAD EXPIRED 1 YEAR AND 10 MONTHS PRIOR TO THIS OCCURRENCE.

Brief of Accident (Continued)

File No. - 2206

12/22/86

MIDDLEBURG, FL

A/C Reg. No. N739SV

Time (Lcl) - 1800 EST

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

Finding(s)

1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2212 12/27/86 FT. LAUDERDALE, FL A/C Reg. No. N84136 Time (Lcl) - 1838 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

UNK/NR

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 360/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - 500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

ALMA, GA

Destination

FT. LAUDERDALE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FT. LAUDERDALE INT'L
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 - ILS-COMPLETE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 385	Last 24 Hrs	- 5
Make/Model	- UNK/NR	Last 30 Days	- 7
Instrument	- UNK/NR	Last 90 Days	- 20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PVT PLT HAD BEEN CLEARED FOR 27R ILS APCH AND WAS ON THE LOCALIZER AT 1,600 FT WHEN THE CONTROLLER NOTICED THE ACFT NORTH OF THE LOCALIZER COURSE AND IN A RIGHT TURN HEADED EAST. THE CONTROLLER QUERRIED THE PLT AS TO HIS HEADING AND THE PLT REPLIED, "EAST, WHICH WAS TO GO?". THE FLT WAS THEN GIVEN A TURN SO AS TO AVOID ANOTHER ACFT ON THE APCH WHICH THE ACCIDENT ACFT WAS APPROACHING HEAD-ON. THE PLT NEVER ACKNOWLEDGED ANY FURTHER RADIO TRANSMISSIONS AND SHORTLY THEREAFTER, THE ACFT DROPPED OFF RADAR AND CRASHED INTO THE ATLANTIC IN 800 FT OF WATER. THE NEWLY RATED MULTI-ENGINE PLT HAD BEEN ADVISED BY HIS CFI NOT TO CONDUCT ANY NIGHT IFR OR FLT INTO HEAVY IFR CONDITIONS UNTIL HE GAINED MORE IFR EXPERIENCE. THE WX CONDITIONS WERE NIGHT IFR WITH RAIN, HEAVY TURBULENCE AND THUNDERSTORMS IN THE AREA. NEITHER THE ACFT NOR OCCUPANTS WERE RECOVERED FROM THE OCEAN.

Brief of Accident (Continued)

File No. - 2212

12/27/86

FT. LAUDERDALE, FL

A/C Reg. No. N84136

Time (Lcl) - 1838 EST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - RAIN
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - WATER, ROUGH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8

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. - 2311 10/30/86 ELEEELE KAUAI, HI A/C Reg. No. N33WH Time (Lcl) - 1410 HST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-AIR TOUR AQUISITION CORP.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	9
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	KAHULUI, HI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LIHUE, HI	PORT ALLEN
Wind Dir/Speed - 230/018 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 2450/ 60
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5206
ME LAND	Months Since - 2	Make/Model - 141
	Aircraft Type - PA-31	Instrument - 629
		Multi-Eng - 5136
		Last 24 Hrs - 4
		Last 30 Days - 65
		Last 90 Days - 149
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA 31-350 LOST POWER AND COLLIDED WITH SIGN POSTS AFTER LANDING ON A ROAD. IT WAS REPORTED TO THE FAA THAT THE AIRCRAFT'S RIGHT ENGINE WAS PRODUCING PARTIAL POWER AND THE AIRCRAFT WAS UNABLE TO MAINTAIN ALTITUDE ON THE LEFT ENGINE. THE PILOT NEVER CONFIRMED WHETHER OR NOT THE RIGHT ENGINE HAD FAILED AND NEVER FEATHERED THE PROPELLER ALLOWING THE PROPELLER TO WINDMILL. THE PILOT MAINTAINED A DESCENT AT VYSE AND LANDED ON A ROAD TWO MILES SHORT OF THE AIRPORT. EXAMINATION OF THE ACFT REVEALED NO MECHANICAL FAILURE OR MALFUNCTION AFTER THE ACCIDENT. THE RIGHT ENGINE AND FUEL SYSTEM WERE TESTED WITH NO DISCREPANCIES FOUND.

Brief of Accident (Continued)

File No. - 2311

10/30/86

ELEEELE KAUAI, HI

A/C Reg. No. N33WH

Time (Lcl) - 1410 HST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2300 11/22/86 WAIPAHU, HI A/C Reg. No. N5327M Time (Lcl) - 1330 HST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HONOLULU, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HONOLULU
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 14861
SE LAND, ME LAND	Months Since - 4	Make/Model- 3520
GLIDER	Aircraft Type - C-172	Instrument- 216
		Multi-Eng - 262
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 244

Instrument Rating(s) - AIRPLANE -

-----Narrative-----

THE PLT DRAGGED BOTH WINGS THROUGH A SUGAR CANE CROP DURING LANDING ROLL ON A GRAVEL ROAD AFTER A PARTIAL LOSS OF POWER. THE ENGINE HAD 4040 TOTAL HOURS AND HAD BEEN PREVIOUSLY OVERHAULED 1655 HOURS PRIOR. THE PLT INDICATED THAT THE ENG HAD A TOP OVERHAUL JUST PRIOR TO THE 1.5 HOUR FLT. EXAMINATION OF THE ENG DID NOT REVEAL ANY EVIDENCE THAT MAY HAVE CAUSED THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2300

11/22/86

WAIPAHU, HI

A/C Reg. No. N5327M

Time (Lcl) - 1330 HST

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

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAPPROVED
 4. TERRAIN CONDITION - CROP
-

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

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

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. - 2209 6/04/86 NEVADA, IA A/C Reg. No. N11753 Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 30000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
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

NEVADA MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----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	12	Last 24 Hrs - 2
Make/Model-	12	Last 30 Days- 8
Instrument-	0	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE STUDENT APPEARED NERVOUS WHILE PERFORMING THE PREFLIGHT INSPECTION FOR WHAT WAS TO BE HER SECOND SUPERVISED SOLO FLIGHT. AFTER ENGINE START AND INITIAL TAXI, THE STUDENT BEGAN TO EXERCISE THE THROTTLE IN AN ERRATIC FASHION, SOMETIMES GUNNING THE ENGINE TO FULL POWER, ACCORDING TO WITNESSES. THE AIRCRAFT GATHERED MOMENTUM AND CAREENED BETWEEN BUILDINGS AND ROWS OF PARKED AIRCRAFT, PROMPTING HER FLIGHT INSTRUCTOR TO GO CHASING AFTER HER. THE AIRCRAFT LEFT THE RAMP AT A HIGH RATE OF SPEED, STRUCK AN EMBANKMENT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2209

6/04/86

NEVADA,IA

A/C Reg. No. N11753

Time (Lc1) - 0930 CDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE OVER
Phase of Operation TAXI

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2391 7/07/86 DAVIS CITY, IA A/C Reg. No. N4773D Time (Lcl) - 1558 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 230/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RAPID CITY, SD
Destination
LAMONI, IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - ROUGH

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 - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 350
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STATEMENTS FROM FAA FLIGHT SERVICE STATION PERSONNEL INDICATE THAT THE PILOT RECEIVED A WEATHER BRIEFING PRIOR TO DEPARTURE BUT THAT A FLIGHT PLAN WAS NOT FILED FOR THE 600 MILE TRIP. RECORDS SHOW THAT THE FLT LASTED 05:28 HOURS BEFORE THE ENGINE SPUTTERED AND QUIT FOUR MILES SHORT OF ITS DESTINATION AIRPORT. ENDURANCE CALCULATIONS BASED ON 11 G.P.H. AND A 600 NM DISTANCE, CORRECTING FOR NON STANDARD TEMPERATURE AND PRESSURE REVEAL A USABLE FUEL BURN TIME OF 5 HOURS AND 25 MINUTES.

Brief of Accident (Continued)

File No. - 2391

7/07/86

DAVIS CITY,IA

A/C Reg. No. N4773D

Time (Lc1) - 1558 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

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

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

Brief of Accident

File No. - 2393 7/19/86 SHELDAHL,IA A/C Reg. No. N31637 Time (Lcl) - 1055 CDT

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

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

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

Make/Model - WHITTMAN WD (BIGX)	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - UNK/NR
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 - 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	DES MOINES,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MASON CITY,IA	Runway Ident - N/A
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 570
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATE THAT THEY SAW TWO AIRPLANES, ONE SILVER AND ONE RED, CLIMBING NORTHBOUND TO CRUISE ALTITUDE IN LOOSE FORMATION WHEN THE RED AIRCRAFT'S ENGINE BACKFIRED AND THE ANTIQUE FABRIC-COVERED AIRCRAFT STARTED BURNING. FLAMES FIVE TO EIGHT FEET IN LENGTH BEGAN CONSUMING THE AIRCRAFT'S LEFT BOTTOM ENGINE COMPARTMENT AND FUSELAGE UNDERSIDE AS THE PILOT WAS ATTEMPTING AN EMERGENCY DESCENT INTO A SOY BEAN FIELD, ACCORDING TO WITNESSES. THE AIRCRAFT HAD THE FIELD MADE, AND WAS AT APPROXIMATELY FIVE HUNDRED FEET ABOVE GROUND LEVEL WHEN THE LEFT WING CAUGHT FIRE, THE AIRCRAFT FLIPPED INVERTED, AND NOSED DIVED INTO THE SOY BEAN FIELD WHERE IT EXPLODED ON IMPACT.

Brief of Accident (Continued)

File No. - 2393

7/19/86

SHELDAHL,IA

A/C Reg. No. N31637

Time (Lc1) - 1055 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. EXHAUST SYSTEM,STACK - LEAK
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - FUMES
4. FUSELAGE,SKIN - BURNED

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

Finding(s)

5. WING - BURNED
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

Occurrence #4 EXPLOSION
Phase of Operation OTHER

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

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

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. - 2327 7/27/86 AUDUBON, IA A/C Reg. No. N9835U Time (Lcl) - 1100 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	3

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

Make/Model	- GRUMMAN AA-5A	Eng Make/Model	- LYCOMING O-320-E2G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/006 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination NORFOLK, NE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>AUDUBON MUNI</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 3000/ 60</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - AA-5A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1570</p> <p>Make/Model- 126</p> <p>Instrument- 219</p> <p>Multi-Eng - 83</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 18</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE WAS DEVELOPING FULL POWER DURING THE BRAKE RELEASE AND TAKEOFF ROLL BUT THAT THE AIRCRAFT WOULD NOT ACCELERATE TO LIFT-OFF SPEED AS FAST AS EXPECTED. UPON REACHING 70 M.P.H. (61 KTS.), AND AFTER A TAKEOFF ROLL OF 2,000 FEET, THE PILOT FURTHER STATED THAT HE ROTATED AND LIFTED THE AIRCRAFT OFF THE CONCRETE RUNWAY BUT KEPT THE AIRCRAFT IN GROUND EFFECT WHEN IT WAS UNABLE TO REACH CLIMB SPEED. P.I.C. ABORTED THE TAKEOFF PAST THE RUNWAY DEPARTURE END BY REDUCING POWER AND LOWERING THE NOSE AND THE AIRCRAFT IMPACTED THE GROUND IN A GRASSY CLEARWAY INSIDE THE AIRPORT PERIMETER. POST-ACCIDENT CALCULATIONS REVEAL THAT THE AIRCRAFT WEIGHT AND BALANCE WAS AT OR VERY CLOSE TO THE MAXIMUM TAKEOFF GROSS WEIGHT (MTOGW), AND WITHIN C.G. LIMITS. AIRCRAFT PERFORMANCE ESTIMATES, BASED ON FIELD ELEVATION AND NONSTANDARD TEMPERATURE AND PRESSURE AT THE TIME OF THE ACCIDENT INDICATED A DENSITY ALTITUDE OF 3,600 FEET WITH HEADWINDS OF LESS THAN FIVE KNOTS.

Brief of Accident (Continued)

File No. - 2327

7/27/86

AUDUBON,IA

A/C Reg. No. N9835U

Time (Lcl) - 1100 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
7. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) IN ERROR - PILOT IN COMMAND
8. ABORT - DELAYED - PILOT IN COMMAND

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

Occurrence #3 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) 5,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2369 10/10/86 LOWER LOON, ID A/C Reg. No. N25SA Time (Lcl) - 1200 MDT

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

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

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

Make/Model	- BRITTEN NORMAN BN-2A-20	Eng Make/Model	- LYCOMING IO540K1B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6520	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	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	SALMON, ID		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	BERNARD CREEK, ID	LOWER LOON	
Wind Dir/Speed	- 340/005 KTS		Runway Ident	- UNK/NR
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- 1100 -UNK/NR
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 5825	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 4	Make/Model - 800	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 65	Last 90 Days - 330
		Multi-Eng - 825	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DIVERTED FROM HIS ORIGINAL DESTINATION DUE TO WEATHER. UPON LANDING AT THE ALTERNATE AIRPORT WIHT A 7 KNOT TAIL WIND, WHILE USING HEAVY BRAKING ON WET SOD, THE BRAKES LOCKED. THE ACFT VEERED TO THE RIGHT OF THE CENTER PLACING THE RIGHT MAIN GEAR ON ROUGH TERRAIN WHERE IT COLLAPSED, DRAGGING THE RIGHT WING. THE AIRSTRIP IS ONLY 1100 FEET LONG.

Brief of Accident (Continued)

File No. - 2369

10/10/86

LOWER LOON, ID

A/C Reg. No. N25SA

Time (Lcl) - 1200 MDT

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

Finding(s)

1. TERRAIN CONDITION - WET
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
-

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) 2,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2354 9/24/86 GALESBURG, IL A/C Reg. No. N327BA Time (Lcl) - 2035 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -BRITT AIRWAYS	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	2
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	10
Accident Occurred During -TAKEOFF					

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

Make/Model - FAIRCHILD SA-266TC	Eng Make/Model - GARRETT TPE-331-3UW30	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10062	Engine Type - TURBOPROP	
No. of Seats - 22	Rated Power - 940 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	QUINCY, IL	GALESBURG MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5800/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
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, ATP, CFI	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 0
	Aircraft Type - SA226	Make/Model- UNK/NR
		Last 30 Days- 80
		Instrument- UNK/NR
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ALL LANDING GEAR ON THE AIRCRAFT PREMATURELY RETRACTED DURING TAKEOFF ROTATION. THE CAPTAIN ABORTED THE TAKEOFF AND THE AIRCRAFT SLID TO A STOP ON THE RUNWAY. SUBSEQUENT GEAR RETRACTION TESTS REVEALED NO MECHANICAL MALFUNCTIONS WITHIN THE LANDING GEAR SYSTEM. SA-226 SERIES AIRCRAFT ARE PRONE TO INADVERTENT GEAR RETRACTIONS DUE TO THE LOCATION OF THE GEAR SELECTOR LEVER NEAR THE PILOT'S RIGHT KNEE. IT IS EASY TO ACCIDENTLY MOVE THE LEVER OUT OF THE "DOWN" DETENT. IN THIS ACCIDENT THE CAPTAIN ABORTED THE TAKEOFF DURING ROTATION AT APPROX 113 KTS. V1 SPEED FOR THIS TAKEOFF WAS 108 KTS.

Brief of Accident (Continued)

File No. - 2354

9/24/86

GALESBURG,IL

A/C Reg. No. N327BA

Time (Lcl) - 2035 CDT

Occurrence #1 COMPLETE GEAR COLLAPSED

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. GEAR DOWN AND LOCKED - INADVERTENT DEACTIVATION - PILOT IN COMMAND
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), CONTROL LOCATION - MANUFACTURER

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

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

Brief of Accident

File No. - 2261 11/08/86 BELVIDERE,IL

A/C Reg. No. N6096C

Time (Lcl) - 0730 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Crew

Pass

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

Make/Model - CESSNA 310R

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5500

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-M

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 - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 220/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

BELVIDERE LTD

Runway Ident - 30

Runway Lth/Wid - 3877/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND,SE SEA

GLIDER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - AA-5A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8600

Make/Model- 265

Instrument- 520

Multi-Eng - 1200

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 182

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL, THE ACFT DOOR POPPED OPEN AT A POINT TOO LATE TO ABORT THE TAKEOFF. THE PIC TRIED TO HOLD THE DOOR CLOSED WHILE THE SECOND PLT FLEW THE ACFT AROUND THE TRAFFIC PATTERN. JUST PRIOR TO TOUCHDOWN, THE DOOR OPENED WIDER AND THE PIC REACHED TO TRY TO CLOSE IT. THE ACFT ROLLED TO THE RIGHT HITTING THE RWY WITH THE RIGHT MAIN FUEL TANK AND PROPELLER. WINDS WERE REPORTED FROM 220 DEGS AT 15 KTS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 2261

11/08/86

BELVIDERE,IL

A/C Reg. No. N6096C

Time (Lc1) - 0730 CST

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

Finding(s)

1. DOOR - OPEN

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

Finding(s)

2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - POOR - DUAL STUDENT
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND(CFI)

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
7. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - DUAL STUDENT
8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

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

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

Brief of Accident

File No. - 2252 11/08/86 BLOOMINGTON, IL A/C Reg. No. N8156C Time (Lcl) - 1030 CST

-----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 - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-EB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAVOY, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BLOOMINGTON NORMAL
Wind Dir/Speed- 280/015 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2044
SE LAND,ME LAND	Months Since - 9	Make/Model- 892
	Aircraft Type - PA-34	Instrument- 688
		Multi-Eng - 892
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 67

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT BOUNCED UPON TOUCHDOWN. SHE ATTEMPTED TO REFLARE THE ACFT, HOWEVER, IT BOUNCED AGAIN AND A GO-AROUND WAS PERFORMED. THE ACFT WAS THEN LANDED WITHOUT FURTHER INCIDENT. FOLLOWING THE LANDING IT WAS DETERMINED THE ACFT HAD RECEIVED SUBSTANTIAL DAMAGE DURING THE BOUNCED LANDING.

Brief of Accident (Continued)

File No. - 2252

11/08/86

BLOOMINGTON, IL

A/C Reg. No. N8156C

Time (Lc1) - 1030 CST

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2262 11/17/86 BETHALTO, IL A/C Reg. No. N1631E Time (Lcl) - 1018 CST

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

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

-----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	- 2170	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	WARSAW, IN	
Completeness	Destination	Airport Data
Basic Weather	LITCHFIELD, IL	ALTON ST LOUIS REGIONAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 29
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 6497/ 100
Obstructions to Vision	- IFR	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- ILS-COMplete	Runway Status
		- DRY

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 755
SE LAND	Months Since	- 10	Make/Model- 450
	Aircraft Type	- C-172	Instrument- 110
			Last 24 Hrs - 2
			Last 30 Days- 15
			Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED AN ILS APPROACH INTO AN AIRFIELD (RUNWAY 29) THAT WAS REPORTING A ZERO FOOT OBSCURED CEILING WITH 1/16 MILE VISIBILTIIY AND FOG. HE STATED THAT HE BECAME CONFUSED DURING THE LAST PORTION OF THE APPROACH AND WAS BEGINNING A MISSED APPROACH WHEN THE ACFT STRUCK A TREE AND IMPACTED THE GROUND. THE IMPACT OCCURRED 1/2 MILE SOUTH OF THE APPROACH END OF RUNWAY 29.

Brief of Accident (Continued)

File No. - 2262

11/17/86

BETHALTO,IL

A/C Reg. No. N1631E

Time (Lcl) - 1018 CST

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

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
 4. MISSED APPROACH - DELAYED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2271 11/18/86 KANKAKEE, IL A/C Reg. No. N9843Y Time (Lcl) - 1200 CST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	INDIANAPOLIS, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	GREATER KANKAKEE
Wind Dir/Speed- 020/016 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5100/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - VOR/DME	Runway Status - ICE COVERED
Obstructions to Vision- NONE	STRAIGHT-IN	SNOW - WET
Precipitation - SNOW	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 1900
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- 400
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Multi-Eng - 595

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OVERRAN RWY 22 AFTER LANDING DOWNWIND DURING INSTRUMENT WEATHER CONDITIONS. FSS HAD ADVISED THE PLT OF A NOTAM THAT RWY 4 ILS WAS OUT OF SERVICE DUE TO CONSTRUCTION. HOWEVER, ANOTHER ACFT WHICH LANDED ON RWY 4 ABOUT 15 MINUTES PRIOR TO THE ACCIDENT LEARNED THROUGH UNICOM THAT THE ILS HAD BEEN REOPENED BECAUSE CONSTRUCTION HAD BEEN HALTED. THIS ACFT HAD ALSO REPORTED TO CHICAGO FSS THAT BRAKING ACTION WAS NIL. THE PLT OF N9843Y WAS ADVISED OF THE POOR BRAKING ACTION BUT HAD NOT CONTACTED KANKAKEE UNICOM FOR LOCAL ADVISORIES.

Brief of Accident (Continued)

File No. - 2271

11/18/86

KANKAKEE,IL

A/C Reg. No. N9843Y

Time (Lcl) - 1200 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2264 7/07/86 CULVER, IN A/C Reg. No. N32858 Time (Lcl) - 0745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

Crew
Pass

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 21

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 307	Last 24 Hrs	- 4
Make/Model-	42	Last 30 Days-	UNK/NR
Instrument-	63	Last 90 Days-	72
		Rotorcraft	- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT INITIATED THE TAKEOFF, HOWEVER, THE CFI TOOK OVER CONTROL OF THE ACFT WHEN IT BECAME APPARENT THAT THE ACFT WAS NOT CLIMBING. THE CFI WAS UNABLE TO SALVAGE THE TAKEOFF AND THE ACFT STRUCK AND SETTLED INTO TREES AT THE DEPARTURE END OF THE RWY.

Brief of Accident (Continued)

File No. - 2264

7/07/86

CULVER, IN

A/C Reg. No. N32858

Time (Lcl) - 0745 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - INADEQUATE
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. AIRCRAFT MANUALS, PERFORMANCE INFORMATION - INADEQUATE
 5. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND(CFI)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2229 7/22/86 INDIANAPOLIS, IN A/C Reg. No. N63069 Time (Lcl) - 1750 EST

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

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

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

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	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	INDIANAPOLIS, IN			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		MT. COMFORT	
Wind Dir/Speed	- 070/005 KTS	ATC/Airspace		Runway Ident	- 07
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5500/ 100
Lowest Sky/Clouds	- 4600 FT	Type of Clearance	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- 4600 FT BROKEN	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 17	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 17	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD BEEN PRACTICING TOUCH AND GO LANDINGS FOR APRX 1 HOUR. ON THE ACCIDENT LANDING, THE ACFT VEERED TO THE LEFT. THE PLT OVERCORRECTED AND THE ACFT BEGAN TO TRAVEL OFF THE RIGHT SIDE OF THE RWY. WHILE ATTEMPTING A GO-AROUND THE ACFT'S WING BECAME ENTANGLED WITH 6-8 FT TALL CORN STALKS RESULTING IN THE ACFT NOSING OVER.

Brief of Accident (Continued)

File No. - 2229

7/22/86

INDIANAPOLIS, IN

A/C Reg. No. N63069

Time (Lc1) - 1750 EST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - SOFT
7. GROUND LOOP/SWERVE - 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) 1,3,4,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2379 9/06/86 WEST LAFAYETTE, IN A/C Reg. No. N2254X Time (Lcl) - 1305 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - HUGHES 500 (369HS)
Landing Gear - SKID
Max Gross Wt - 2550
No. of Seats - 2

Eng Make/Model - ALLISON 250 CIBA
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 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- 290/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONTICELLO, IN
Destination
MONTICELLO, IN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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, CFI
SE LAND
HELICOPTER

Age - 23
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1362
Make/Model- 230
Instrument- 0
Multi-Eng - 12
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 80
Rotorcraft - 1273

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS AT A LOW ALTITUDE HOVER VIDEO TAPING AN ATHLETIC EVENT WHEN THE AFT FLEX COUPLING ON THE TAIL ROTOR FAILED. THE PLT WAS UNABLE TO REGAIN CONTROL AND DURING DESCENT THE MAIN ROTOR BLADES STRUCK THE ROOF OF A RESIDENCE. THE HELICOPTER THEN FELL INTO THE YARD.

Brief of Accident (Continued)

File No. - 2379

9/06/86

WEST LAFAYETTE, IN

A/C Reg. No. N2254X

Time (Lc1) - 1305 EST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - CORRODED
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - BRITTLE FRACTURE
3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
4. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL

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

Finding(s)

5. ALTITUDE - DELAYED - PILOT IN COMMAND
6. AUTOROTATION - NOT ATTAINED - PILOT IN COMMAND
7. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - RESIDENCE

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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2356 11/11/86 LAPORTE, IN A/C Reg. No. N2335Q Time (Lc1) - 1016 EST

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

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

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

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-320-D2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 1200 FT SCATTERED</p> <p>Lowest Ceiling - 4600 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LA PORTE, IN</p> <p>Destination</p> <p>TELL CITY, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>LA PORTE MUNICIPAL</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 - 39</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 189</p> <p>Make/Model- 189</p> <p>Instrument- 10</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AT THE INITIAL FULL THROTTLE POSITION THE ACFT DEVELOPED 2450 RPM. ACCORDING TO THE PLT, AT APPROXIMATELY 200 FEET OF ALTITUDE HE NOTICED A LOSS OF RPM'S TO 2050 AND HE IMMEDIATELY RECHECKED THE THROTTLE AND MIXTURE CONTROLS, THE MAGNETO SWITCH, THE FUEL PUMP, AND THE MASTER SWITCH FOR PROPER POSITIONS. THE PLT STATED THAT AT THIS POINT THE RPM'S HAD FALLEN TO 1500 AND HE PREPARED FOR AN EMERGENCY LANDING IN A CORNFIELD TO HIS LEFT. ACCORDING TO THE PLT, DURING THE DESCENT HE CONTINUED TO MANIPULATE THE THROTTLE AND MIXTURE CONTROLS, BUT HE DID NOT SWITCH FUEL TANKS. THE PLT STATED THAT ONCE THE ACFT'S RIGHT WING TOUCHED THE TOP OF THE CORN, HE REDUCED THROTTLE AND FLARED THE ACFT. INSPECTION OF THE WRECKAGE REVEALED VERY LOW FUEL IN THE LEFT TANK, WITH THE FUEL SELECTOR ON THE LEFT TANK POSITION. THE SPARK PLUGS WERE ALSO WORN AND LEAD FOULED.

Brief of Accident (Continued)

File No. - 2356

11/11/86

LAPORTE, IN

A/C Reg. No. N2335Q

Time (Lcl) - 1016 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - CROP
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2211 7/04/86 CHENEY,KS A/C Reg. No. N66353 Time (Lcl) - 0900 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	-DESCENT		Pass 0	0	0	3

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

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	CHENEY,KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 200/022 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- 2600 -UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- SOFT
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	- 2200
SE LAND,ME LAND	Months Since - 4	Make/Model	- 400
	Aircraft Type - C-23	Instrument	- 140
		Multi-Eng	- 1200
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS BARELY AIRBORNE AS IT REACHED THE END OF THE AIRSTRIP, ON THE TAKEOFF ROLL. AT THIS POINT HE ENCOUNTERED CROSSWIND CONDITIONS AND THE AIRCRAFT MUSH/STALLED AND IMPACTED THE GROUND. POST-ACCIDENT COMPUTATIONS REVEAL THAT THE AIRCRAFT WAS 55 LBS OVER MAXIMUM ALLOWABLE TAKEOFF GROSS WEIGHT, BUT STILL WITHIN THE C.G. LIMITS. AS SUCH, THE PILOT ATTEMPTED THE TAKEOFF FROM A 2,600 FT LONG GRASS STRIP WITH A DENSITY ALTITUDE OF 3,000 FT AND A CROSSWIND COMPONENT OF 20 KTS.

Brief of Accident (Continued)

File No. - 2211

7/04/86

CHENEY,KS

A/C Reg. No. N66353

Time (Lcl) - 0900 CDT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. WEATHER CONDITION - CROSSWIND
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/MUSH

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

*
Brief of Accident

File No. - 2326 7/13/86 ARKANSAS CITY,KS A/C Reg. No. N7259Y Time (Lcl) - 1600 CDT

-----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	0	2
			0	0	0	0

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ARKANSAS CITY,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DERBY,KS	STROTHER
Wind Dir/Speed- 200/016 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5510/ 150
Lowest Sky/Clouds - 8000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3882
SE LAND,ME LAND	Months Since - 18	Make/Model- 1119
	Aircraft Type - C-172	Instrument- 541
		Multi-Eng - 1339
		Last 24 Hrs - .1
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFIED FLIGHT INSTRUCTOR STATED THAT HIS INTENTIONS FOR THIS FLIGHT WERE TO SIMULATE AN ENGINE POWER LOSS DURING THE EARLY STAGES OF THE TAKEOFF ROLL AND HAVE THE STUDENT PERFORM A REJECTED TAKEOFF PROCEDURE. ACCORDING TO THE C.F.I., AT APPROXIMATELY 48 KNOTS HE REDUCED POWER ON THE LEFT ENGINE BY CUTTING OFF FUEL FLOW WITH THE MIXTURE CONTROL BUT THE STUDENT'S SLOW REACTION TO ABORT THE TAKEOFF, AND THE GUSTY CROSSWIND CONDITIONS CAUSED THE AIRCRAFT TO VEER OUT OF CONTROL, BEYOND CORRECTIVE ACTION. POST-ACCIDENT CALCULATIONS REVEAL THAT THE RUNWAY IN USE HAD A HEADWIND COMPONENT OF 17 KNOTS, A CROSSWIND COMPONENT OF 11 KNOTS, AND A DENSITY ALTITUDE OF 3,000 FEET ACTING ON NORMALLY ASPIRATED ENGINES.

Brief of Accident (Continued)

File No. - 2326

7/13/86

ARKANSAS CITY,KS

A/C Reg. No. N7259Y

Time (Lc1) - 1600 CDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DISABLED
2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)
4. ABORTED TAKEOFF - NOT PERFORMED - DUAL STUDENT
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT
6. WEATHER CONDITION - CROSSWIND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
8. IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND(CFI)
9. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
10. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
11. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

12. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2387 8/24/86 HUTCHINSON,KS A/C Reg. No. N5924 Time (Lc1) - 1445 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

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

Fire
NONE

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

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

Make/Model - SCHEIBE BERGFALKE II-55
Landing Gear - HULL
Max Gross Wt - 970
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Wind Dir/Speed- 180/015 KTS
Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

Airport Data

SUNFLOWER AERODROME
Runway Ident - 17L
Runway Lth/Wid - 7000/ 200
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 20

Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	194
Make/Model-	4
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	42
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE PERFORMED WHAT HE THOUGHT WAS A THOROUGH PRE-FLIGHT INSPECTION, INCLUDING THE INSTALLATION OF THE HORIZONTAL TAIL, BEFORE HE PUSHED THE AIRCRAFT ONTO THE RUNWAY AND HOOKED THE TOW LINE. IMMEDIATELY AFTER LIFTOFF, THE PILOT FURTHER STATED THE ELEVATOR CONTROLS DID NOT RESPOND TO HIS INPUTS AND HE ABORTED THE AERO TOWING OPERATION BY BREAKING AWAY FROM THE TOW AIRCRAFT. ACCORDING TO THE PILOT, AS HE DEPLOYED THE DIVE BRAKES THE NOSE DROPPED AND THE GLIDER STRUCK THE RUNWAY WHERE IT BOUNCED SEVERAL TIMES. POST ACCIDENT INVESTIGATION REVEALED THAT THE ELEVATOR PUSH ROD HAD NOT BEEN ATTACHED PRIOR TO THIS FLIGHT. THE TOW PLANE WAS NOT DAMAGED.

Brief of Accident (Continued)

File No. - 2387

8/24/86

HUTCHINSON,KS

A/C Reg. No. N5924

Time (Lc1) - 1445 CDT

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

Finding(s)

1. FLIGHT CONTROL,ELEVATOR ATTACHMENT - NOT ENGAGED
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

4. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. FLIGHT CONTROL,SPEED BRAKE - ENGAGED
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
9. FLARE - 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) 1,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2386 8/26/86 WILSON,KS A/C Reg. No. N3442W Time (Lcl) - 1434 CDT

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/YES
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	FORT COLLINS,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SALINA,KS	
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - 13000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
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 - 8430
SE LAND,ME LAND	Months Since - 15	Make/Model- 238
	Aircraft Type - PA-28	Instrument- 857
		Multi-Eng - 1880
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 56
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT BEFORE THE FLIGHT THE SPARK PLUGS WERE CLEANED AND INSPECTED AND THE ENGINE WAS SERVICED WITH ELEVEN QUARTS OF OIL. THREE HOURS INTO THE FLIGHT INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) WITH RAIN WAS ENCOUNTERED AND SHORTLY THEREAFTER THE OIL PRESSURE DROPPED TO ZERO AND THE ENGINE BEGAN RUNNING ROUGH, ACCORDING TO THE PILOT. THE ENGINE WAS SECURED, AN EMERGENCY WAS DECLARED, AND A DESCENT UNDER IMC WAS INITIATED WITH VECTORS FROM KANSAS CITY ARTCC. THE PILOT FURTHER STATED. BUT UPON BREAKING OUT OF THE CLOUDS, THE ONLY LANDING AREA AVAILABLE WAS A ROLLING PASTURE WITH A DRAINAGE DITCH ACROSS THE LANDING PATH. POST-ACCIDENT EXAMINATION OF THE ENGINE REVEALED OIL STARVATION DUE TO FAILURE OF THE NUMBER SIX PUSHROD AND DAMAGE TO THE CRANKCASE.

Brief of Accident (Continued)

File No. - 2386

8/26/86

WILSON,KS

A/C Reg. No. N3442W

Time (Lcl) - 1434 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,PUSH ROD - FAILURE,TOTAL
 2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
 3. MATERIAL DEFECT - MANUFACTURER
 4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

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

Finding(s)

5. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2231 9/29/86 LIBERAL,KS A/C Reg. No. N64 Time (Lcl) - 1204 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None

0
0
0

0
0
0

2
2
2

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

Make/Model - ROCKWELL NA-265-80
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 23000
No. of Seats - 5

Eng Make/Model - GEN. ELEC. CF700-2D-2
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 4500 LBS THRUST

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- 010/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OKLAHOMA CITY,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
FULL STOP

Airport Proximity
UNK/NR

Airport Data

MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 6999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP
SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - NA-265

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8448 Last 24 Hrs - 2
Make/Model- 1540 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR DOWNLOCK PIN RETRACTED JUST BEFORE OR DURING TOUCHDOWN. THE AIRPLANE TOUCHED DOWN 21 FEET SHORT OF THE RUNWAY. IT TRAVELED THAT 21 FEET, TRAVELED THE FULL LENGTH OF THE 6999-FOOT RUNWAY, THEN TRAVELED ANOTHER ONE-FOURTH OF A MILE AND STOPPED ON A GOLF COURSE. NO PRE-TOUCHDOWN MECHANICAL, HYDRAULIC OR ELECTRICAL PROBLEMS COULD BE FOUND.

Brief of Accident (Continued)

File No. - 2231

9/29/86

LIBERAL,KS

A/C Reg. No. N64

Time (Lcl) - 1204 CDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR RETRACTION - INADVERTENT - COPILOT

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

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

Finding(s)

3. TERRAIN CONDITION - DITCH

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

Finding(s)

4. OBJECT - FENCE

Occurrence #5 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

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

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

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. - 2237 10/27/86 OAKLEY, KS A/C Reg. No. N5195H Time (Lcl) - 0715 CST

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

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

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520-D24	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>PVT. STRIP</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 2150/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - C-185</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 231</p> <p>Make/Model- 190</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 18</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HIS LANDING APCH WAS TOO FAST AND THE ACFT TOUCHED DOWN LONG. HE THEN APPLIED BRAKES AND THE ACFT NOSED DOWN RESULTING IN THE PROPELLER STRIKING THE RWY. THE ACFT THEN PROCEEDED TO FLIP OVER ONTO IT'S BACK. THE PLT STATED HE SHOULD NOT HAVE BEEN IN A HURRY AND SHOULD HAVE GONE AROUND TO MAKE ANOTHER LANDING ATTEMPT.

Brief of Accident (Continued)

File No. - 2237

10/27/86

OAKLEY,KS

A/C Reg. No. N5195H

Time (Lc1) - 0715 CST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2382 10/22/86 PEMBROKE, KY A/C Reg. No. N5083L Time (Lc1) - 1800 CDT

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

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

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

Make/Model	- CESSNA 152 II	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	- 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- 180/009 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8000</p> <p>Make/Model- 50</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 1000</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED SHORTLY AFTER DEPARTING THE OWNER/OPERATOR'S PRIVATE LANDING STRIP. WITNESSES RPRTD HEARING A SUDDEN DECREASE IN ENG POWER, THEN A SHORT TIME LATER, THEY HEARD THE ENG "FIRE" OR RESTART MOMENTARILY, BUT DECREASE IN POWER AGAIN. THE ACFT WAS OBSERVED IN A STEEP LEFT WING LOW DESCENT, JUST BEFORE IT WENT OUT OF SIGHT BEHIND TREES & CRASHED. IT CRASHED IN A LARGE CORN FIELD WHERE IT WAS EXTENSIVELY DAMAGED. THE IMPACT SEQUENCE LEFT MARKS FOR ABOUT 100 FT. NO REASON WAS FOUND FOR THE RPRTD LOSS OF POWER. THE NON-CERTIFICATED PASSENGER WAS FOUND IN THE LEFT SEAT. RPRTDLY, HE OFTEN ACCOMPANIED THE PLT ON FLT'S, & ON OCCASIONS, WAS ALLOWED TO CONTROL THE ACFT. TOXICOLOGY CHECKS OF FLUIDS FROM THE PLT'S STOMACH & LIVER SHOWED ALCOHOL LVLS OF 0.118 MG% (0.118%).

Brief of Accident (Continued)

File No. - 2382

10/22/86

PEMBROKE,KY

A/C Reg. No. N5083L

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation UNKNOWN

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. JUDGEMENT - POOR - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2240 6/23/86 MARKSVILLE, LA A/C Reg. No. N7321Z Time (Lcl) - 1502 CDT

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

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

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 235 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>VICK, LA</p> <p>Destination</p> <p>VICK, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-402</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6655</p> <p>Make/Model- 60</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 2113</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 241</p> <p>Rotorcraft - 12</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DELAYED IN HIS PULLUP FROM A SPRAY SWATH RUN UNTIL THERE WAS INSUFFICIENT TIME AND DISTANCE TO CLEAR THE LINE OF TREES AT THE END OF THE FIELD. AIRSPEED DECREASED RAPIDLY DURING THE PULLUP. TREE IMPACT OCCURRED AND THE PILOT WAS UNABLE TO RECOVER BEFORE THE AIRCRAFT IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2240

6/23/86

MARKSVILLE, LA

A/C Reg. No. N7321Z

Time (Lc1) - 1502 CDT

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

Finding(s)

1. PULL-UP - DELAYED - PILOT IN COMMAND
 2. OBJECT - TREE(S)
-

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

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2321 3/02/86 PEPPERELL, MA A/C Reg. No. N8776T Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 133	Pass	0	0	0	1
Accident Occurred During	-LANDING					

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/010 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT</p> <p>Lowest Ceiling - 6000 FT</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>SPORTS CENTER</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 2700/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">ATP,CFI</p> <p style="padding-left: 20px;">ME LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 3359</p> <p style="padding-left: 20px;">Make/Model- 1040</p> <p style="padding-left: 20px;">Instrument- 443</p> <p style="padding-left: 20px;">Multi-Eng - 969</p> <p style="padding-left: 20px;">Last 24 Hrs - 4</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 50</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DESCENDING TO TRAFFIC PATTERN ALTITUDE. THE THROTTLE WAS ADVANCED WITH NO RESPONSE FROM THE ENGINE. ON FLARE TO LANDING, PILOT EXPERIENCED SUN GLARE, DRIFTED TO THE RIGHT, AND TOUCHED DOWN IN A SNOW BANK. NOSE GEAR DUG IN AND AIRCRAFT FLIPPED OVER ONTO ITS BACK. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED BUT THE CERTIFIED PILOT AND PASSENGER WERE UNINJURED.

Brief of Accident (Continued)

File No. - 2321

3/02/86

PEPPERELL, MA

A/C Reg. No. N8776T

Time (Lcl) - 1700 EST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. FLARE - PREMATURE - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOWBANK

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

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) 1,4

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

Brief of Accident

File No. - 2338 8/15/86 NANTUCKET, MA A/C Reg. No. N1515B Time (Lcl) - 1730 EDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NANTUCKET, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NANTUCKET MEM.
Wind Dir/Speed- 005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 202
SE LAND	Months Since - 16	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A PRECAUTIONARY LANDING ON A BEACH SHORTLY AFTER TAKEOFF WHEN THE ENGINE STOPPED RUNNING. HOWEVER DURING ENGINE EXAMINATION, NOTHING WAS FOUND TO DETERMINE MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2338

8/15/86

NANTUCKET, MA

A/C Reg. No. N1515B

Time (Lcl) - 1730 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 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2297 8/22/86 NEWBURYPORT, MA A/C Reg. No. N255PH Time (Lcl) - 1800 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	-LANDING						

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

Make/Model	- BELL 47J-2A	Eng Make/Model	- LYCOMING VO-540-B1B3	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>PLUM ISLAND</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9000</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 1500</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A TOTAL POWER LOSS OF THE ACFT ENG WHILE PRACTICING AUTOROTATIONS. THE HELICOPTER LANDED HARD, THE MAIN ROTOR FLEXED AND SEVERED THE TAIL BOOM. POST ACCIDENT INSPECTION OF THE HELICOPTER REVEALED THE FUEL SELECTOR WAS POSITIONED ON THE RIGHT TANK WHICH CONTAINED NO FUEL.

Brief of Accident (Continued)

File No. - 2297

8/22/86

NEWBURYPORT, MA

A/C Reg. No. N255PH

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation HOVER

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

-----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. - 2298 8/31/86 DENNIS PORT, MA A/C Reg. No. N3841P Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BANNER TOW	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-290-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 125 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BEVERLY, MA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CHOPPY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2299</p> <p>Make/Model- 1635</p> <p>Instrument- 181</p> <p>Multi-Eng - 125</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 60</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS FLYING AT AN ALT OF 800 FT ALONG THE COASTLINE DURING AN AERIAL ADVERTISING FLT AND WAS SWITCHING FROM THE RIGHT FUEL TANK TO THE LEFT WHEN THE ENG LOST POWER. THE ACFT WAS THEN DITCHED IN 14 FOOT DEEP WATER. POST ACCIDENT INSPECTION REVEALED THE LEFT FUEL TANK WAS FULL OF FUEL AND THE RIGHT WAS EMPTY. THE FUEL TANK FILLER CAPS WERE ALSO CHECKED FOR LEAKAGE AND NONE WAS FOUND.

Brief of Accident (Continued)

File No. - 2298

8/31/86

DENNIS PORT, MA

A/C Reg. No. N3841P

Time (Lc1) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER, ROUGH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2308 9/16/86 ASHBURNHAM, MA A/C Reg. No. N6344S Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
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	OFF AIRPORT/STRIP
Method - N/A	KINGSTON, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NASHUA, NH	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 30	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT AN ALTITUDE OF ABOUT 3500 FEET, THE FLIGHT SUFFERED FUEL EXHAUSTION AND LOST ENGINE POWER CAUSING THE PILOT TO EXECUTE A FORCED LANDING IN A FIELD.

Brief of Accident (Continued)

File No. - 2308

9/16/86

ASHBURNHAM, MA

A/C Reg. No. N6344S

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
 4. 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)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2378 10/14/86 BEVERLY, MA A/C Reg. No. N195B Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	2	0
Pass	0	0	0	6	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH E-90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10100
No. of Seats - 8

Eng Make/Model - P & W PT-6A-2B
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRIDGEPORT, CT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
ON AIRPORT

Airport Data

BEVERLY MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 4637/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 19818	Last 24 Hrs	- 2
Make/Model-	6543	Last 30 Days-	UNK/NR
Instrument-	4281	Last 90 Days-	106
Multi-Eng	- 17161		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BEECH KING AIR E-90 WAS OBSERVED TO BREAK OUT OF THE CLOUDS IN A STEEP DESCENT, LAND LONG AND RUN OFF THE DEPARTURE END OF THE 4637 FT RUNWAY. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE CREW OF 2 AND 6 PASSENGERS RECEIVED MINOR INJURIES. THE TOUCHDOWN POINT WAS ESTIMATED BY SEVERAL WITNESSES TO BE APPROX. 3400 FT FROM THE APPROACH END LEAVING 1200 FT OF RUNWAY TO STOP THE AIRCRAFT. THERE WAS NO RECORD OF ANY LANDING CLEARANCE ISSUED BY THE CONTROL TOWER AND NO RECORD OF THE PILOT REPORTING THE FINAL APPROACH FIX INBOUND TO THE CONTROL TOWER AS INSTRUCTED. THE VISIBILITY MINIMUMS FOR THE NON-PRECISION LOCALIZER APPROACH ARE 1 MILE. THE MINIMUM DESCENT ALTITUDE FOR THE APPROACH WAS 492 FT ABOVE THE AIRPORT ELEVATION. THE LAST WEATHER THAT THE PILOT WAS ISSUED WAS INDEFINITE CEILING 100 FT SKY OBSCURED, VISIBILITY 3/4 MILE WITH RAIN AND FOG. A SPECIAL WEATHER OBSERVATION AFTER THE ACCIDENT SHOWED THE ONLY CHANGE TO THE WEATHER WAS AN INCREASE IN VISIBILITY TO 1 MILE.

Brief of Accident (Continued)

File No. - 2378

10/14/86

BEVERLY, MA

A/C Reg. No. N195B

Time (Lc1) - 0800 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. TERRAIN CONDITION - WET
 5. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 7. WEATHER CONDITION - FOG
 8. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 9. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 10. WEATHER CONDITION - RAIN
 11. JUDGEMENT - POOR - PILOT IN COMMAND
 12. PROPER TOUCHDOWN POINT - INACCURATE - PILOT IN COMMAND
 13. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 14. ATC CLEARANCE - NOT FOLLOWED - PILOT IN COMMAND
 15. RADIO COMMUNICATIONS - POOR - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 12, 13, 14

Factor(s) relating to this accident is/are finding(s) 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2207 10/15/86 GREENVILLE, MA A/C Reg. No. N61438 Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-FOLSOM AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	1	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	GREENVILLE, ME		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	GREENVILLE SEAPLANE BASE	
Wind Dir/Speed	- 280/020 KTS		Runway Ident	- 30
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- WATER
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- WATER - CHOPPY
Obstructions to Vision	- NONE	Type Apch/Lndg		
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	Current - YES	Total	- 842
SE LAND, SE SEA	Months Since - 2	Make/Model	- 330
	Aircraft Type - C-185	Instrument	- 30
		Last 24 Hrs	- 0
		Last 30 Days	- 92
		Last 90 Days	- 171

Instrument Rating(s) - NONE

-----Narrative-----

TH PLT STATED THAT THE ACFT ENCOUNTERED CROSSWINDS OF 20 KTS GUSTING TO 30 KTS AS THE ACFT WAS COMING OFF THE STEP DURING LIFTOFF IN THE OPEN LAKE. THE ACFT'S RIGHT WING WAS FORCED DOWN, THE RIGHT FLOAT STRUCK THE WATER WHICH RESULTED IN THE RIGHT WING CONTACTING THE WATER. THE ACFT THEN CARTWHEELED, CAME TO REST INVERTED AND SANK. THE PLT AND REAR SEAT PASSENGER ESCAPED. THE FRONT SEAT PASSENGER WAS UNABLE TO ESCAPE AND DROWNED.

Brief of Accident (Continued)

File No. - 2207

10/15/86

GREENVILLE, MA

A/C Reg. No. N61438

Time (Lc1) - 1000 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
8. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
9. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT
10. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,10

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. - 2377 11/22/86 NO. ANDOVER, MA A/C Reg. No. N769WM Time (Lcl) - 1235 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BANNER TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BOEING STEARMAN 75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 1

Eng Make/Model - P & W R1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 300/015 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
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 AIRSTRIP

Airport Data

LAWRENCE MUNICIPAL
Runway Ident - 32
Runway Lth/Wid - 3901/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 30
Biennial Flight Review
Current - UNK/NR
Months Since - 5
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1111
Make/Model-	250
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	30
Last 90 Days-	90

Instrument Rating(s) - NONE

-----Narrative-----

THREE BANNERS WERE LAID OUT FOR PICKUP BY TWO STEARMAN AIRCRAFT. ONE BANNER WAS AN EXTRA. THE TWO STEARMANS APPROACHED THE BANNER PICK UP POINT AS A FLIGHT OF TWO. AS THE FIRST AIRCRAFT MADE ITS PICKUP AN EXTRA BANNER BECAME TANGLED WITH THE DESIGNATED PICKUP BANNER AND TWO BANNERS WERE CARRIED INTO THE AIR. AS THE SECOND AIRCRAFT APPROACHED THE PICKUP POINT THE EXTRA BANNER FELL FREE, HOWEVER THE SECOND PILOT DID NOT SEE THE FREE FALLING BANNER DUE TO REDUCED FORWARD VISIBILITY CAUSED BY THE UPPER WING. AS THE SECOND AIRCRAFT MADE HER PICKUP AND STARTED HER INTIAL CLIMB, THE FREE FALLING BANNER MADE CONTACT WITH BOTH THE UPPER AND LOWER LEFT WING. THE PILOT STATED THE LEFT WING STALLED AND THE AIRCRAFT STALLED ON TO THE RUNWAY. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE UPPER WING FUEL TANK RUPTURED AND WAS LEAKING. THERE WAS NO FIRE. THE PILOT RECEIVED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 2377

11/22/86

NO. ANDOVER, MA

A/C Reg. No. N769WM

Time (Lc1) - 1235 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2290 3/12/86 UPPER MARLBORO, MD A/C Reg. No. N2780L Time (Lcl) - 0016 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	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 350/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
REHOBOTH BEACH, DE
Destination
CLINTON, MD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HYDEFIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 83 Last 24 Hrs - 2
Make/Model- 58 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

SINCE THE FUEL GAGES IN THE ACFT WERE KNOWN NOT TO BE ACCURATE, THE PLT MEASURED THE AMOUNT OF FUEL IN EACH TANK WITH A DIPSTICK BEFORE DEPARTING. HE DETERMINED THAT HE HAD 18 GALLONS FOR THE 2 HOURS OF FLYING HE PLANNED TO DO AND BASED ON A FUEL CONSUMPTION RATE OF 5 GPH HE WOULD HAVE 8 GALLONS TO SPARE. THE ACFT RAN OUT OF FUEL SHORT OF HIS DESTINATION AND NOSED OVER IN A FIELD DURING THE ENSUING LANDING. USING A CESSNA AIRCRAFT PERFORMANCE CHART THAT WAS IN THE ACFT, THE CONSUMPTION RATE FOR THE ENGINE RUNNING AT 75% POWER AT 2500 FEET MSL WAS 8.5 GPH. THE 8.5 GPH DOES NOT TAKE INTO ACCOUNT THE FUEL REQUIRED FOR ENG START, TAXI AND CLIMB.

Brief of Accident (Continued)

File No. - 2290

3/12/86

UPPER MARLBORO, MD

A/C Reg. No. N2780L

Time (Lcl) - 0016 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
7. TERRAIN CONDITION - ROUGH/UNEVEN

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) 1,2,3,5

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. - 2291 4/14/86 CAMP SPRINGS, MD A/C Reg. No. N32613 Time (Lcl) - 1813 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - TELETYPE	ANNAPOLIS, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANDREWS AFB
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 7.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Lth/Wid - 9855/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - VFR	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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 920
SE LAND	Months Since - 6	Make/Model- 190
	Aircraft Type - C-172	Instrument- 98
		Last 24 Hrs - 5
		Last 30 Days- 48
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A FLT TO PREPARE THE STUDENT FOR A CFI CHECK RIDE, BOTH THE STUDENT AND THE CFI COULD NOT OBTAIN A GREEN LIGHT CONFIRMING THE NOSE GEAR WAS DOWN AND LOCKED. AFTER NUMEROUS ATTEMPTS TO ASSURE IT WAS DOWN AND LOCKED THE ACFT WAS LANDED AT ANDREWS AFB. THE NOSE GEAR COLLAPSED ON LANDING AND THE ACFT SLID OFF THE LEFT SIDE OF THE RWY. EXAMINATION REVEALED A SKEWED WEAR PATTERN DEEP WITHIN THE SLOT OF THE NOSE GEAR ALIGNER GUIDE. THE ENTIRE SLOT WAS FOUND TWISTED IN A DIRECTION CONSISTENT WITH DEFORMATION AT ITS UPPER END OF ONE OF THE GUIDE WALLS. THE EXTERIOR SURFACE OF THE SLOT WALL WHICH CONTAINED THE DEFORMATION AT ITS UPPER END REVEALED MARKS CONSISTENT WITH SHORT TERM CONTACT WITH THE ALIGNMENT BUSHING WHICH NORMALLY RIDES WITHIN THE SLOT. IF THE BUSHING DID NOT ALIGN WITH ITS GUIDE DURING RETRACTION AND BENT ONE OF THE GUIDE WALLS IT MAY CAUSE THE GEAR TO FAIL TO FULLY EXTEND.

Brief of Accident (Continued)

File No. - 2291

4/14/86

CAMP SPRINGS, MD

A/C Reg. No. N32613

Time (Lcl) - 1813 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - BENT
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2360 6/16/86 MICHELLVILLE, MD A/C Reg. No. N5444W Time (Lcl) - 2040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-D2A	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 - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLLEGE PARK, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FREEWAY
Wind Dir/Speed- 210/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2420/ 30
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 179
SE LAND	Months Since - 2	Make/Model- 38
	Aircraft Type - PA28160	Instrument- 7
		Last 24 Hrs - 5
		Last 30 Days- 3
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CIRCLING AROUND THE AIRPORT, TRYING TO RAISE SOMEBODY ON UNICOM TO FIND OUT WIND CONDITIONS AT THE FIELD, THE PILOT NOTED THE LIGHTED WINDSOCK INDICATOR AND ELECTED TO LAND TO THE NORTH. THE AIRCRAFT WAS OBSERVED TO LAND LONG ON THE 2420 FOOT RUNWAY, TOUCHING DOWN PAST THE MIDWAY POINT, AND THEN THE ENGINE SOUNDS INCREASED. IT WAS NEXT OBSERVED TO CROSS OVER A HIGHWAY OFF THE NORTH END OF THE RUNWAY AND COLLIDE WITH THE TOP BRANCHES OF A TREE BEFORE NOSING DOWN INTO A FIELD. THE PILOT STATED THAT HE MISSED ALL SIGNS OF A DOWNWIND LANDING UNTIL TOO LATE.

Brief of Accident (Continued)

File No. - 2360

6/16/86

MICHELLVILLE, MD

A/C Reg. No. N5444W

Time (Lcl) - 2040 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WIND INFORMATION - MISREAD - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2383 8/21/86 INDIAN HEAD, MD A/C Reg. No. N9756Q Time (Lcl) - 1545 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	3

-----Aircraft Information-----

Make/Model - PIPER 601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 340/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 500 FT SCATTERED Lowest Ceiling - 900 FT BROKEN Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure Point BEDFORD, MA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - CIRCLING FULL STOP	Airport Proximity ON AIRPORT Airport Data MARYLAND AIRPORT Runway Ident - 17 Runway Lth/Wid - 3000/ 50 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI ME LAND	Age - 51 Biennial Flight Review Current - YES Months Since - 0 Aircraft Type - PA-28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 3485 Make/Model- 1342 Instrument- 365 Multi-Eng - 1352 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 80 Rotorcraft - UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE AEROSTAR 601P WAS FLYING HIS FAMILY AND A FRIEND FROM BEDFORD, MASSACHUSETTS TO INDIAN HEAD, MARYLAND. AFTER MONITORING THE DCA ATIS HE ELECTED TO MAKE AN ILS TO FORT BELVOIR, VIRGINIA, BREAK OFF THE MISSED APPROACH AND PROCEED VFR OVER TO MARYLAND AIRPORT FOR A LANDING. HE STATED THAT HE SAW THE RUNWAY FROM A RIGHT BASE POSITION AND TURNED ONTO FINAL FOR RUNWAY 17. AFTER FLARING FOR LANDING THE AIRPLANE STALLED AND IMPACTED THE GROUND TO THE LEFT OF THE RUNWAY. THE LEFT GEAR COLLAPSED AS DID THE NOSE GEAR AS THE AIRCRAFT SLID DOWN THE LEFT SIDE OF THE RUNWAY AND CAME TO REST ABOUT 1000 FEET FROM THE APPROACH END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2383

8/21/86

INDIAN HEAD, MD

A/C Reg. No. N9756Q

Time (Lcl) - 1545 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - PREMATURE - PILOT IN COMMAND
7. FLARE - MISJUDGED - PILOT IN COMMAND
8. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD
10. LANDING GEAR, NOSE GEAR - OVERLOAD
11. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
12. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2330 9/15/86 WESTMINSTER, MD A/C Reg. No. N34251 Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/009 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 14000 FT THIN BKN
Lowest Ceiling - 14000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHARLESTON, WV
Destination
LANCASTER, PA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

CLEARVIEW
Runway Ident - 13
Runway Lth/Wid - 1830/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 473	Last 24 Hrs	- 5
Make/Model-	221	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

FIVE INCHES OF ONE PROPELLER BLADE TIP SEPARATED DURING CRUISE FLIGHT AT AN ALTITUDE OF 3,500 FT MSL. THE IMBALANCE RESULTED IN A SEVERE VIBRATION AND A PARTIAL POWER LOSS. UNABLE TO MAINTAIN ALTITUDE, THE PLT SET UP FOR A FORCED LANDING AT CLEARVIEW AIRPORT. THE AIRCRAFT TOUCHED DOWN MIDWAY DOWN THE RUNWAY, CONTINUED OFF THE END, CONTACTED A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2330

9/15/86

WESTMINSTER, MD

A/C Reg. No. N34251

Time (Lc1) - 1545 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - UNDETERMINED

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2361 10/03/86 PATUXENT RIVER, MD A/C Reg. No. N662 Time (Lcl) - 1550 EDT

-----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 - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH D-45 (T-34B)
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2985
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 150/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - BROKEN
Obstructions to Vision- HAZE
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 - VFR
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NAS PATUXENT RIVER
Runway Ident - 02
Runway Lth/Wid - 6410/ 300
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND, SE SEA
GLIDER

Age - 45
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3012
Make/Model- 173
Instrument- 492
Multi-Eng - 915
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 83
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT. WAS TO CHECK OUT THE 11800 HOUR FORMER NAVAL AVIATOR WHO STATED HE HAD PREVIOUS EXPERIENCE IN T-34B'S. THE CFI, WHO HAD OVER 3000 HOURS, 173 IN MAKE AND MODEL BUT LESS AS AN INSTRUCTOR, STATED HE BRIEFED THE STUDENT ON PROCEDURES AND AIRCRAFT SPEEDS BEFORE THE FLIGHT BUT HAD NEVER PRACTICED CHANGE OF CONTROL COORDINATION WITH HIM. AFTER LIFTOFF THE CFI NOTED THE AIRCRAFT CLIMB AT A STEEPER ANGLE THAN NORMAL AND AT AN AIRSPEED BELOW 70 KNOTS. AS THEY CLIMBED THROUGH 400-500 FEET HE NOTICED A PRE-STALL BUFFET WHICH CONTINUED AS THE RED STALL WARNING LIGHT CAME ON AND HE ATTEMPTED TO TAKE THE CONTROLS. HE IMMEDIATELY RETRACTED THE GEAR BUT AFTER NOTICING THAT THE STUDENT FAILED TO RELEASE THE CONTROLS AND A FULL STALL CONDITION EXISTED, HE LOWERED THEM BEFORE CONTACTING THE GROUND.

Brief of Accident (Continued)

File No. - 2361

10/03/86

PATUXENT RIVER, MD

A/C Reg. No. N662

Time (Lcl) - 1550 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 3. CREW/GROUP COORDINATION - NOT UNDERSTOOD - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 5. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
-

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2247 11/22/86 BALTIMORE, MD A/C Reg. No. N2733Q Time (Lc1) - 0340 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAXI		Other	0	1	0	0
				0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182K	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - 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 - NIGHT(BRIGHT)	Itinerary Last Departure Point SAME AS ACC/INC Destination MYRTLE BEACH, SC ATC/Airspace Type of Flight Plan - Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data MARTIN STATE Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 27 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-172	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 84 Make/Model- 24 Instrument- 0 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 84
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TRAVELED OUT OF CONTROL AFTER THE PLT HAND-PROP STARTED THE ENGINE. THE ACFT COLLIDED WITH A PARKED FUEL TRUCKS. THERE WAS NO FIRE. THE SOLE OCCUPANT IN THE ACFT WAS A NON-PILOT PASSENGER.

Brief of Accident (Continued)

File No. - 2247

11/22/86

BALTIMORE, MD

A/C Reg. No. N2733Q

Time (Lcl) - 0340 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
 4. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

5. OBJECT - VEHICLE
-

-----Probable Cause-----

, The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2214 4/02/86 BREWER, ME A/C Reg. No. N5082H Time (Lc1) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-11	Eng Make/Model	- CONTINENTAL C-90-12F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 90 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 14000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BREWER</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 1800/ 6</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - PA-11</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 606</p> <p>Make/Model- 456</p> <p>Instrument- 6</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN USING AUTO GAS IN THIS ACFT, HOWEVER, HE EXPERIENCED WATER CONTAMINATION PROBLEMS AND DISCONTINUED ITS USE. HE THEN FOUND HIMSELF AT AN ARPT NEEDING FUEL. THE ARPT ONLY HAD AUTO GAS AVAILABLE SO THE PLT REFUELED THE ACFT WITH AUTO GAS. WHILE MAKING A TOUCH AND GO AT BREWER ARPT HE EXPERIENCED A PARTIAL POWER LOSS ON CLIMBOUT AT 700-800 FT AGL. HE DECIDED TO LAND ON AN UNOPENED SECTION OF HIGHWAY. JUST PRIOR TO TOUCHDOWN HE NOTICED A SET OF POWER LINES IN HIS PATH. HE DOVE TO PASS UNDER THE POWER LINES AND STRUCK THE ROAD HARD ENOUGH TO BOUNCE BACK INTO THE AIR. HE THEN LOST CONTROL OF THE ACFT WHICH DESCENDED TO THE LEFT. THE ACFT FLIPPED OVER ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2214

4/02/86

BREWER, ME

A/C Reg. No. N5082H

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. OBJECT - WIRE, TRANSMISSION
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2201 9/01/86 SO. BERWICK, ME A/C Reg. No. N26784 Time (Lcl) - 1745 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	-DESCENT			0	0	0	2

-----Aircraft Information-----

Make/Model	- GRUMMAN AA-5A	Eng Make/Model	- LYCOMING O-320-E2G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SANFORD, ME</p> <p>Destination RICHARD, RI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity 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 - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 400</p> <p>Make/Model- 400</p> <p>Instrument- 6</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF ENG POWER WHILE LEVELING OFF AT 2,500 FT MSL SHORTLY AFTER TAKEOFF. REMEDIAL ACTION WAS ATTEMPTED, HOWEVER, POWER WAS NOT REGAINED. THE PLT INITIATED A 180 DEG TURN BACK TOWARD THE ARPT BUT ALTITUDE WAS INSUFFICIENT TO REACH THE ARPT. THE ACFT CONTACTED WIRES DURING THE EMERGENCY DESCENT INTO A FIELD AND DESCENDED UNCONTROLLED TO TERRAIN IMPACT. REASON FOR THE POWER LOSS IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 2201

9/01/86

SO. BERWICK, ME

A/C Reg. No. N26784

Time (Lcl) - 1745 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. OBJECT - WIRE, TRANSMISSION (MARKED)
3. CLEARANCE - 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

Brief of Accident

File No. - 2268 7/07/86 SELFRIDGE ANG,MI A/C Reg. No. N8095F Time (Lc1) - 0053 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SANDUSKY,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DETROIT,MI	Runway Ident - N/A
Wind Dir/Speed- 220/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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	Current - YES	Total - 775
SE LAND,ME LAND	Months Since - 3	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 150
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BECAME LOST AT NIGHT OVER A LARGE BODY OF WATER AND REQUESTED ASSISTANCE. WHEN IDENTIFIED BY ATC, THE ACFT DID NOT HAVE ENOUGH FUEL REMAINING TO REACH AN ARPT. THE ACFT SUFFERED FUEL EXHAUSTION ON FINAL APCH AND WAS LANDED ON A GOLF COURSE 2000 FT SHORT OF THE RWY THRESHOLD. THE LEFT WING CONTACTED A TREE DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2268

7/07/86

SELFRIDGE ANG,MI

A/C Reg. No. N8095F

Time (Lcl) - 0053 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. BECAME LOST/DISORIENTED - INATTENTIVE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
 4. WEATHER CONDITION - DARK NIGHT
 5. PROPER ASSISTANCE - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2228 7/24/86 WEST BRANCH, MI A/C Reg. No. N734XX Time (Lc1) - 1040 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 -DESCENT					

-----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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALPENA, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MT. PLEASANT, MI	WEST BRANCH
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 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 - 26	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 - 2
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT'S CFI HAD ADVISED HIM TO REFUEL AT AN EN ROUTE ARPT ON THE X-COUNTY SOLO FLT BECAUSE THERE WAS NO FUEL AVAILABLE AT DEPARTURE ARPT. THE STUDENT DID NOT DIP THE TANKS BUT STATED "BASED ON MY CALCULATIONS OF FUEL BURN THERE SHOULD HAVE BEEN ENOUGH FUEL TO COMPLETE THE TRIP WITHOUT REFUELING AT ANOTHER LOCATION". FUEL EXHAUSTION WAS EXPERIENCED 44 NM NORTHEAST OF THE DESTINATION ARPT AND THE ACFT COLLIDED WITH TREES DURING THE FORCED LANING.

Brief of Accident (Continued)

File No. - 2228

7/24/86

WEST BRANCH, MI

A/C Reg. No. N734XX

Time (Lcl) - 1040 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2263 8/16/86 LINDEN, MI A/C Reg. No. N40754 Time (Lcl) - 1610 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
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	2	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINDEN, MI
Destination
PONTIAC, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PRICE
Runway Ident - 27
Runway Lth/Wid - 2500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	59
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	6

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PVT PLT WITH THREE PASSENGERS WAS ATTEMPTING TO PRACTICE A SHORT FIELD TAKEOFF ON THE 2500 FT LONG ASPHALT RUNWAY. THE OWNER'S MANUAL RECOMMENDS 25 DEGREES OF FLAPS TO PERFORM THE TAKEOFF. THE PLT DID NOT EXTEND ANY FLAPS. AFTER LIFTOFF, THE ACFT VEERED OFF THE RWY INTO TALL CORN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2263

8/16/86

LINDEN, MI

A/C Reg. No. N40754

Time (Lc1) - 1610 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
5. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 2355 8/17/86 FRASER,MI A/C Reg. No. N8529D Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	2	0	0	0
Pass	0	0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-AIA
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 27
Runway Lth/Wid - 2900 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
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 - 89
Make/Model- 1
Instrument- 3
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

TAKE OFF WAS ABORTED AFTER AIRCRAFT FAILED TO ACHIEVE SUFFICIENT AIRSPEED TO ALLOW IT TO CLIMB OUT OF GROUND EFFECT. DURING THE SUBSEQUENT LANDING AND ROLLOUT THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND WAS DESTROYED. THE PLT DID NOT REPORT ANY MALFUNCTIONS OR PWR LOSS. ALTHOUGH THE OFFICIAL WX REPORTED THE WIND AS CALM. ONE WITNESS REPORTED A SUDDEN SHIFT OF WIND TO DOWNWIND FOR THE ACFT DURING THE TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 2355

8/17/86

FRASER,MI

A/C Reg. No. N8529D

Time (Lc1) - 1300 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2260 11/12/86 DETROIT, MI A/C Reg. No. N8161K Time (Lc1) - 0100 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
DETROIT, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DETROIT METRO WAYNE
Runway Ident - 27
Runway Lth/Wid - 8700/ 200
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3221	Last 24 Hrs	- UNK/NR
Make/Model-	512	Last 30 Days-	UNK/NR
Instrument-	278	Last 90 Days-	149
Multi-Eng -	1915		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING AT DETROIT METROPOLITAN AIRPORT, THE PILOT STATED THAT HE WAS INSTRUCTED BY THE TOWER TO MAKE A RIGHT TURN ON RUNWAY 3C OR TAXIWAY J, AND TAXI TO BUTLER AVIATION. THE PILOT THEN TURNED ONTO WHAT HE THOUGHT WAS TAXIWAY J, BUT WAS ACTUALLY A PAVED AREA BETWEEN TAXIWAYS. WHEN HE REALIZED HE WAS NOT ON A TAXIWAY, HE TOLD THE TOWER AND WAS INSTRUCTED TO TAXI STRAIGHT AHEAD IF POSSIBLE AND HE WOULD BE ON THE TAXIWAY. AFTER MOVING FORWARD, A NUMBER OF FEET, THE LEFT MAIN GEAR ENCOUNTERED AN UNMARKED TRENCH, APPROXIMATELY 1 FOOT WIDE BY 15 FEET LONG AND ABOUT 4 INCHES DEEP, TEARING OFF THE LEFT MAIN GEAR.

Brief of Accident (Continued)

File No. - 2260

11/12/86

DETROIT, MI

A/C Reg. No. N8161K

Time (Lcl) - 0100 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. LIGHT CONDITION - NIGHT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2270 11/16/86 GAYLORD, MI A/C Reg. No. N2357E Time (Lcl) - 1030 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	1
					None
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	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 - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TRAVERSE CITY, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OTSEGO COUNTY
Wind Dir/Speed- 170/012 KTS		Runway Ident - 18
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 3001/ 75
Lowest Sky/Clouds - 2700 FT	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2700 FT OVERCAST	Type of Clearance - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 800
SE LAND	Months Since - 19	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE PLT LANDED ON A CLOSED RWY AND THE ACFT COLLIDED WITH A SNOWBANK. A NOTAM HAD BEEN ISSUED THREE DAYS PRIOR, CLOSING THE RWY. HOWEVER, THE PLT STATED THAT HE HAD NOT CHECKED NOTOMS PRIOR TO DEPARTING TRAVERSE CITY. A PLT OF ANOTHER ACFT, WHO REPORTED BEING ADVISED THROUGH UNICOM THE DAY BEFORE THE ACCIDENT TO LAND ON ANY RWY EVEN THOUGH RWY 18 WAS CLOSED BY NOTAM. THIS PLT REPORTED HEARING N2357E ANNOUNCE FINAL FOR RWY 18. THE ARPT UNICOM OPERATOR REPORTED NO COMMUNICATIONS WITH N2357E SINCE THE ACFT WAS 25 MILES FROM GAYLORD AND WAS GIVEN LOCAL WINDS AND ALTIMETER ONLY.

Brief of Accident (Continued)

File No. - 2270

11/16/86

GAYLORD,MI

A/C Reg. No. N2357E

Time (Lc1) - 1030 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 2357 11/29/86 CAPAC,MI A/C Reg. No. N48209 Time (Lcl) - 1708 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - HILLER UH-12B	Eng Make/Model - FRANKLIN 6V3355D	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System -	'NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4	Rated Power - 210 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAPEER,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 208
	Months Since - N/A	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 10
		Rotorcraft - 26

Instrument Rating(s) - NONE

-----Narrative-----

TEN MINUTES AFTER TAKEOFF AND JUST PRIOR TO LETDOWN FROM 350 FEET AGL A MAIN ROTOR BLADE DRAG STRUT FAILED DUE TO PROGRESSIVE FATIGUE THROUGH A THREADED PORTION OF THE STRUT. ONLY PARTIAL CONTROL OF THE HELICOPTER WAS POSSIBLE AFTER THE FAILURE. THE PILOT LOST CONTROL OF THE AIRCRAFT AT ONE POINT, BUT REGAINED CONTROL IN TIME TO PERFORM A HARD, SLIDING LANDING IN A FIELD. SUBSTANTIAL DAMAGE OCCURRED. THE ENTIRE SEQUENCE OF EVENTS TOOK PLACE IN 10-15 SECONDS. THE PLT HAD A PRIVATE CERT FOR FIXED WING AND A STUDENT CERT FOR ROTORCRAFT.

Brief of Accident (Continued)

File No. - 2357

11/29/86

CAPAC,MI

A/C Reg. No. N48209

Time (Lc1) - 1708 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR SYSTEM - FATIGUE
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. ROTOR SYSTEM - FAILURE,PARTIAL

Occurrence #2. HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - REDUCED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2285 12/11/86 BENTON HARBOR, MI A/C Reg. No. N9894T Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA T303
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-AE
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOUTH BEND, IN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ROSS FIELD TWIN CITIES
Runway Ident - 27
Runway Lth/Wid - 5107/ 100
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 63

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 5462 Last 24 Hrs - 2
Make/Model- 284 Last 30 Days- UNK/NR
Instrument- 3027 Last 90 Days- 31
Multi-Eng - 2158

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING TO BENTON HARBOR TO GET WORK DONE ON A CONTINUING PROBLEM WITH THE RIGHT ENG THROTTLE. ON FINAL APCH, THE PLT DID NOT GET A GEAR DOWN INDICATION AND TRIED TO CYCLE THE GEAR. NOT SURE THAT THE GEAR WAS DOWN, THE PLT CHOOSE TO GO-AROUND. WHEN POWER WAD ADDED, RIGHT ENG DID NOT RESPOND AND THE ACFT ROLLED TO THE RIGHT. THE RIGHT WING-TIP STRUCK THE RWY AND ON TOUCHDOWN THE NOSE GEAR COLLAPSED AND SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 2285

12/11/86

BENTON HARBOR, MI

A/C Reg. No. N9894T

Time (Lcl) - 1200 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LANDING GEAR, GEAR INDICATING SYSTEM - INOPERATIVE

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. UNDETERMINED

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2230 6/29/86 LAKE GEORGE, MN A/C Reg. No. N13363 Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT BC-12D	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WALKER, MN	
Wind Dir/Speed- 020/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 69 Last 24 Hrs - 3
	Months Since - N/A	Make/Model- 51 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO TAKEOFF FROM A FIELD WHEN THE ACCIDENT OCCURRED. DURING TAKEOFF, THE ACFT FAILED TO CLEAR TREES AT THE DEPARTURE END OF THE FIELD. THE ACFT CONTACTED THE TREES AND DESCENDED TO THE TERRAIN. THE PLT HAD DIVERTED TO THIS FIELD DURING A X-COUNTRY TO ATTEND A FAMILY FUNCTION.

Brief of Accident (Continued)

File No. - 2230

6/29/86

LAKE GEORGE, MN

A/C Reg. No. N13363

Time (Lcl) - 1500 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAPPROVED
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2265 10/25/86 INT'L FALLS, MN A/C Reg. No. N4875A Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	Serious	0
Type of Operation - PERSONAL	Fire	Crew	1	0	Minor	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	1	0	0	None
Accident Occurred During - DESCENT						0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	INT'L FALLS, MN	
Wind Dir/Speed- 080/003 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 - 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 - 50	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 563
SE LAND, SE SEA	Months Since - 30	Make/Model- 512
	Aircraft Type - PA-18	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- 8
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED MANEUVERING OVER THE PASSENGERS HOUSE JUST PRIOR TO THE ACCIDENT. THE PLT CIRCLED THE RESIDENCE WITH THE ACFT WINGS ALMOST PERPENDICULAR TO THE GROUND AT AN ALT BETWEEN 150 AND 200 FT AGL. ACCORDING TO WITNESSES, AS THE WINGS REACHED THE PERPENDICULAR POSITION, THE ACFT ENTERED A SPIRAL AND DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2265

10/25/86

INT'L FALLS, MN

A/C Reg. No. N4875A

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PROPER ALTITUDE - NOT USED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - 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) 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. - 2267 11/04/86 RAMSEY, MN

A/C Reg. No. N7680U

Time (Lcl) - 2225 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
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 - NQ -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- 160/008 KTS
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
STAPLES, MN
Destination
ANOKA, MN

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 - DIRT
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 102
Make/Model- 4
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 102

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PILOT THOUGHT HIS FUEL GAGES WERE NOT INDICATING PROPERLY AND DID NOT DIP THE TANKS DURING PREFLIGHT. ON THE LAST LEG OF THE ROUND ROBIN FLT FUEL EXHAUSTION OCCURRED AND THE ACFT NOSED OVER DURING THE FORCED LANDING. THE PLT REPORTED HE THOUGHT ABOUT REFUELING A COUPLE OF TIMES BUT WAS HESITANT TO SPEND THE NIGHT AT AN ARPT WHERE FUEL SERVICE WAS NOT AVAILABLE UNTIL MORNING.

Brief of Accident (Continued)

File No. - 2267

11/04/86

RAMSEY, MN

A/C Reg. No. N7680U

Time (Lcl) - 2225 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
 7. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6,7

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. - 2250 11/29/86 ST. PAUL, MN

A/C Reg. No. N1502F

Time (Lcl) - 0924 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 185D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D23
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 - TV WX
Method - TV/RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 020/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHITE BEAR LAKE, MN
Destination
ST. PAUL, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ST PAUL DOWNTOWN
Runway Ident - 30
Runway Lth/Wid - 5100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 53
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-185D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1345
Make/Model- 278
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING AFTER THE SKIS HAD TOUCHED DOWN THE ACFT BEGAN TO SWERVE. AS THE ACFT LEFT THE RWY THE PLT ATTEMPTED A GO-AROUND, HOWEVER, ONE SKI DUG INTO THE GROUND AND THE ACFT FLIPPED OVER ONTO IT'S BACK. POST ACCIDENT EXAM REVEALED THE RIGHT SKI HAD BROKEN OFF AT THE AXLE ATTACH POINT ON THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2250

11/29/86

ST. PAUL, MN

A/C Reg. No. N1502F

Time (Lcl) - 0924 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LANDING GEAR, SKI ASSEMBLY - FAILURE, PARTIAL
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2286 12/08/86 ANOKA, MN A/C Reg. No. N753AA Time (Lcl) - 1330 CST

-----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 152II	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	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 1300 FT</p> <p>Lowest Ceiling - 1300 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">ANOKA, MN</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">GATEWAY</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 2500/ 135</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 339</p> <p>Make/Model- 233</p> <p>Instrument- 25</p> <p>Multi-Eng - 11</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 134</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON THE FIFTH TOUCH & GO OF THE STUDENT PLT TRAINING FLT WHEN A LOSS OF POWER OCCURRED AT 100-200 FT AGL DURING CLIMBOUT. THE CFI HAD TO LAND THE ACFT IN UNSUITABLE TERRAIN WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. EXAMINATION OF ENG AND FUEL SYSTEM FOUND NO FAILURES OR MALFUNCTIONS. WX CONDITIONS AT THE TIME OF THE ACCIDENT WERE CONDUCIVE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 2286

12/08/86

ANOKA, MN

A/C Reg. No. N753AA

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
6. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2210 2/03/86 WEST ALTON, MO A/C Reg. No. N56685 Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. CHARLES, MO
Destination
LEBANON, IL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1125 Last 24 Hrs - 1
Make/Model- 32 Last 30 Days- 3
Instrument- 40 Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING PREFLIGHT HE CONFIRMED THAT THE ACFT NEEDED FUEL. AFTER REFUELING WAS COMPLETED, THE PLT STATED, THERE WAS A CONSIDERABLE AMOUNT OF WATER IN THE FUEL SAMPLES. THE PLT, ALSO AN A&P, TRIED TO CLEAR THE FUEL SYSTEM OF TRAPPED WATER. HE STATED, ENGINE RUNUP, TAKEOFF AND CRUISE FLT WERE UNEVENTFUL UNTIL HALF AN HOUR LATER WHEN THE ENGINE RAN ROUGH AND LOST POWER. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE FORCED LANDING IN AN AREA OF HIGH VEGETATION. POST ACCIDENT INSPECTION OF THE FUEL SYSTEM REVEALED A MILKY SOLUTION OF SOAP AND WATER WAS PRESENT. IT WAS DETERMINED THAT THE ACFT HAD BEEN WASHED JUST PRIOR TO THIS FLT.

Brief of Accident (Continued)

File No. - 2210

2/03/86

WEST ALTON, MO

A/C Reg. No. N56685

Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM - WATER
 2. FUEL SYSTEM - CONTAMINATION
 3. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
 4. REMEDIAL ACTION - 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)

5. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2215 10/21/86 FREDERICKTOWN, MO A/C Reg. No. N89813 Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA C-152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
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- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FREDERICKTOWN, MO

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 - 39

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 73

Make/Model- 73

Instrument- 1

Last 24 Hrs - 2

Last 30 Days- 5

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS BEING USED TO GIVE RELATIVES LOCAL AREA FLIGHTS. THE WITNESSES REPORTED THAT THE AIRPLANE HAD BEEN DOING LOW ALTITUDE MANEUVERS, STALLS, AND ENGINE POWER CUTS FOR OVER AN HOUR. THE WITNESSES OBSERVED THE ACFT IN A LOW ALTITUDE PASS WHEN IT HIT A ROOF MOUNTED ANTENNA, THEN PULLING UP SLIGHTLY IT STRUCK A POWERLINE, THEN IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2215

10/21/86

FREDERICKTOWN,MO

A/C Reg. No. N89813

Time (Lcl) - 1400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2362 9/27/86 MERIDIAN, MS A/C Reg. No. N3269X Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	2	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MCCOY ROBERT-MICHAEL BREEZY	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 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- 200/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>EUTAW, AL</p> <p>Destination</p> <p>QUITMAN, MS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2510
SE LAND, ME LAND	Months Since - 15	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 150
		Multi-Eng - 1620
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 83

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT TESTING OF THE NEWLY PURCHASED ACFT WHICH WAS CONDUCTED PRIOR TO THE X-COUNTRY FLT HOME, OIL CONSUMPTION/LEAKAGE WAS DETERMINED TO BE ABOUT 3 QTS PER HR. THE PLT STATED THAT HE PLANNED THE FLT HOME IN SHORT HOPS SO AS TO MINIMIZE OIL USAGE & HAD DEPARTED WITH THE OIL SUMP FILLED TO CAPACITY WITH 6 QTS OF OIL. DURING THE FLT HOME, THE ENG QUIT & A FORCED LDG WAS ATTEMPTED INTO A FIELD. THE ACFT STRUCK A TREE & CRASHED TO THE GROUND & BURNED. A CHECK OF THE OIL SUPPLY AFTER THE ACCIDENT REVEALED NO READING ON THE OIL DIPSTICK. THE ENG MFRG RECOMMENDS THAT CORRECTIVE ACTION BE TAKEN WHEN OIL CONSUMPTION EXCEEDS 6/10 QT PER HR.

Brief of Accident (Continued)

File No. - 2362

9/27/86

MERIDIAN,MS

A/C Reg. No. N3269X

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - INADEQUATE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. FLUID,OIL - LEAK
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. FLUID,OIL - LOW LEVEL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 2324 11/03/86 BOZEMAN, MT A/C Reg. No. N3263B Time (Lcl) - 1740 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation - SPOTTING ELK	Fire	Crew 1	Serious 0	Minor 0	None 0	
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	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	BOZEMAN, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
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)
ATP,CFI,MILITARY	Current - YES	Total - 2041
SE LAND,ME LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - F-16	Instrument- 109
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS 2 PAX'S WENT FLYING TO SPOT ELK IN A CANYON AREA. A WITNESS OBSERVED THE ACFT LOW OVER TREES WHEN IT SUDDENLY SHUDDERED, BANKED SHARPLY TO THE LEFT, THEN ENTERED A STEEP DESCENT. THE AIRCRAFT CRASHED IN A WOODED AREA ON THE SIDE OF THE CANYON. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE ELEV OF THE CRASH SITE WAS ABOUT 6000 FT.

Brief of Accident (Continued)

File No. - 2324

11/03/86

BOZEMAN, MT

A/C Reg. No. N3263B

Time (Lcl) - 1740 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2322 11/06/86 BUTTE, MT A/C Reg. No. N421AR Time (Lcl) - 0436 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -LYNCH FLYING SERVICE Type of Operation -NON SCHED,DOMESTIC,CARGO Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH	Aircraft Damage DESTROYED Fire ON GROUND	Fatal Crew 1 Pass 0	Injuries Serious 0 Minor 0	None 0 0
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-----Aircraft Information-----

Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 1	Eng Make/Model - CONTINENTAL GTS10-520-L Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 375 HP	ELT Installed/Activated - YES/YES Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 340/009 KTS Visibility - 2.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 1100 FT OBSCURED Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point HELENA, MT Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - VOR/DME	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - ASPHALT Runway Status - SNOW - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 4000 Make/Model- UNK/NR Instrument- 150 Multi-Eng - 780 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS ATTEMPTING THE VOR-B INSTRUMENT APCH TO BUTTE, MT ARPT. PLT REPORTED OVER THE COPPERTOWN VORTAC INBOUND ON THE ARPT. THE PROCEDURE TURN INBOUND COURSE TO THE VORTAC IS 124 DEGREES. THE INBOUND COURSE TO THE ARPT IS 094 DEGREES. THE ACFT WRECKAGE WAS FOUND ON THE 124 DEGREE RADIAL 5 MILES SW OF THE ARPT. THE WIND WAS REPORTED TO BE 340 DEGREES AT 9 KTS. THE VOR-B APCH TERMINATES AT RWY 11. RWY 33 IS 9000 FT LONG AND EQUIPPED WITH MIRL'S AND REIL'S.

Brief of Accident (Continued)

File No. - 2322

11/06/86

BUTTE, MT

A/C Reg. No. N421AR

Time (Lc1) - 0436 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. ALTITUDE - IMPROPER - PILOT IN COMMAND
7. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
8. 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) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2293 11/07/86 BILLINGS, MT A/C Reg. No. N3889S Time (Lcl) - 0820 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROCKY MOUNTAIN HELICOPTER	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE					
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- BELL 206L-3	Eng Make/Model	- ALLISON 250-C30	ELT Installed/Activated	- YES/YES
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 650 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	BILLINGS, MT			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 040/007 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- .750 SM	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	- PART OBS	Type of Clearance	- SPECIAL VFR	Runway Status	- WET
Lowest Ceiling	- 100 FT OVERCAST	Type Apch/Lndg	- FORCED LANDING		SNOW - WET
Obstructions to Vision	- FOG				
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 7000
SE LAND, ME LAND	Months Since - 4	Make/Model	- 1350
HELICOPTER	Aircraft Type - 206L-3	Instrument	- 1200
		Multi-Eng	- 115
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 73
		Rotorcraft	- 6700

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE ON TAKEOFF FROM A HOSPITAL ROOF TOP HELIPAD ON AN EMERGENCY MEDICAL SERVICE FLT, A SYNCHRONIZED ELEVATOR COVER BLEW OFF AND STRUCK THE TAIL ROTOR. THIS RESULTED IN AN INFLIGHT SEPARATION OF ONE TAIL ROTOR BLADE AND A LOSS OF ANTI-TORQUE CONTROL. THE PLT EXECUTED AN AUTOROTATION IN THE URBAN AREA WITH NO SUITABLE TERRAIN FOR AN EMERGENCY FORCED LANDING.

Brief of Accident (Continued)

File No. - 2293

11/07/86

BILLINGS, MT

A/C Reg. No. N3889S

Time (Lcl) - 0820 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. MISC EQPT/FURNISHINGS - OTHER
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG

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)

7. TERRAIN CONDITION - NONE SUITABLE
8. 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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2323 12/26/86 LEWISTOWN,MT

A/C Reg. No. N6712L

Time (Lc1) - 0825 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew 1
ON GROUND Pass 1

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
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- 180/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEWISTOWN,MT
Destination
LOCAL

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)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 703	Last 24 Hrs	- UNK/NR
Make/Model-	645	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON THE MORNING OF THE DAY OF THE ACCIDENT THE PRIVATE PLT/OWNER AND HIS FRIEND TOOK OFF ON AN ALL DAY COYOTE HUNTING FLT. WHEN THE ACFT FAILED TO RETURN THAT EVENING AN AIR AND GROUND SEARCH WAS BEGUN. THE BURNED WRECKAGE OF THE ACFT WAS FOUND 3 DAYS LATER ABOUT 25 MILES NORTHEAST OF LEWISTOWN ON OPEN LEVEL PASTURE LAND. THERE WERE NO WITNESSES TO THE ACCIDENT. INVESTIGATION REVEALED NO PREIMPACT MALFUNCTION/FAILURE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2323

12/26/86

LEWISTOWN,MT

A/C Reg. No. N6712L

Time (Lc1) - 0825 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2315 12/19/86 ASHEVILLE, NC A/C Reg. No. N8062A Time (Lcl) - 1035 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

----Aircraft Information----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C145 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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- 330/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ASHEVILLE, NC
Destination
MARION, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CAN CREEK
Runway Ident - 05
Runway Lth/Wid - 2680/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 40
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 - 200 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING INITIAL CLIMB FROM A PRIVATE GRASS AIRSTRIP, WITNESSES DESCRIBED THE AIRCRAFT PERFORM A "WING-OVER" AEROBATIC MANEUVER AT LOW ALTITUDE AND IMPACT THE GROUND AT A NEAR VERTICAL ATTITUDE. A GROUND FIRE CONSUMED THE WRECKAGE. THE PILOT HELD A STUDENT PILOT CERTIFICATE AND HAD ONE PASSENGER ABOARD. LOCAL PILOT'S HAD OBSERVED THE STUDENT PILOT VIOLATE FAR'S AND REPORTED THE ACTIVITIES TO THE FAA. THERE WAS NO RECORD OF INVESTIGATION OR REGULATORY ACTION TAKEN AGAINST THE STUDENT PILOT.

Brief of Accident (Continued)

File No. - 2315

12/19/86

ASHEVILLE, NC

A/C Reg. No. N8062A

Time (Lc1) - 1035 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
3. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

8. TERRAIN CONDITION - GROUND
9. STALL - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7,9

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. - 2388 8/24/86 BERTRAND, NE A/C Reg. No. N5376F Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
LEXINGTON, NE
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

Wind Dir/Speed- 230/008 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Runway Ident - 18
Runway Lth/Wid - 2600/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 27
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 - 83 Last 24 Hrs - 0
Make/Model- 51 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 14
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS ON AN UNSUPERVISED LOCAL SOLO FLIGHT WHEN HE DECIDED TO LAND AT A PRIVATE AIRSTRIP. AS HE HAD DRIVEN HIS AUTOMOBILE ON THIS RUNWAY FOUR DAYS PRIOR TO THE ACCIDENT AND HAD FOUND THE LANDING SURFACE CLEAR HE ASSUMED THAT THE RUNWAY WOULD BE CLEAR ON THIS DAY, THE PILOT FURTHER STATED. AS SUCH, ACCORDING TO THE PILOT, HE DID NOT PAY ATTENTION TO RUNWAY SURFACE HAZARDS DURING THE TRAFFIC PATTERN APPROACH AND SUBSEQUENT LANDING, BUT CONCENTRATED INSTEAD ON POWER LINES AND OTHER RUNWAY ENVIRONMENT. DURING THE LANDING ROLL THE AIRCRAFT STRUCK AN IRRIGATION PIPE THAT WAS PLACED BY THE PROPERTY OWNER ACROSS THE RUNWAY THE NIGHT BEFORE THE ACCIDENT. AIRCRAFT PERFORMANCE CALCULATIONS REVEAL THAT A HIGH DENSITY ALTITUDE CONDITION EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2388

8/24/86

BERTRAND,NE

A/C Reg. No. N5376F

Time (Lc1) - 1600 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - FLIGHT INSTRUCTOR(ON GROUND)
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. RUNWAY MAINTENANCE - NOT IDENTIFIED - PILOT IN COMMAND
7. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. IMPROPER DECISION,VISUAL/AURAL DETECTION - PILOT IN COMMAND
10. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
11. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
12. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

13. 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) 3,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2333 8/21/86 ROCHESTER, NH

A/C Reg. No. N2276X

Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	1	0	
0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
ROCHESTER, NH
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

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

Age - 75
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 188
Make/Model-	188
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 4
Last 30 Days-	UNK/NR
Last 90 Days-	41
Rotorcraft	- 188

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MADE A STEEP DESCENT AND LOST DIRECTIONAL CONTROL. THE AIRCRAFT COLLIDED WITH THE GROUND WHILE STILL TURNING CAUSING THE HELICOPTER TO ROLL OVER.

Brief of Accident (Continued)

File No. - 2333

8/21/86

ROCHESTER,NH

A/C Reg. No. N2276X

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. DESCENT - EXCESSIVE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER DECISION,TOTAL - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2336 9/22/86 E.CONWAY,NH A/C Reg. No. N73876 Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HILLER UH12C
Landing Gear - SKID
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - FRANKLIN 210
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 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- 003
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 46
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- 62
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 20
Rotorcraft - 62

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST CONTROL OF THE HELICOPTER WHILE AT HOVER THEN DECIDED TO LAND. HOWEVER THE PILOT SET THE AIRCRAFT DOWN HARD. THE MAIN ROTOR BLADE SEVERED THE TAIL.

Brief of Accident (Continued)

File No. - 2336

9/22/86

E.CONWAY,NH

A/C Reg. No. N73876

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2328 4/18/86 RIDGEFIELD, NJ A/C Reg. No. N51721 Time (Lcl) - 0628 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	1
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- ENSTROM F-280C	Eng Make/Model	- LYCOMING HIO-360-E-1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2150	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 205 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT</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>RIDGEFIELD PARK, NJ</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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>LAMBROS HELIPORT</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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2006
	Months Since - 2	Make/Model- 218
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 103
		Rotorcraft - 1861

Instrument Rating(s) - NONE

-----Narrative-----

SECONDS AFTER AN OVER-WATER TAKEOFF FROM A SHORELINE HELIPAD THE ACFT IMPACTED THE WATER AND SANK. THE PILOT AND PAX ESCAPED FROM THE SUBMERGED ACFT AND WERE NOT INJURED. THE PILOT CLAIMED THAT HE HAD A SPLIT NEEDLE IN WHICH THE ROTOR RPM DETERIORATED. THE PAX STATED THAT THE PILOT WAS IN A HURRY AND LIFTED LESS THAN 10 FEET BEFORE TURNING AND TAKING OFF OVER THE WATER. EXAMINATION OF THE CLUTCH AND DRIVE BELT ASSEMBLY DID NOT REVEAL ANY DISCREPENCIES.

Brief of Accident (Continued)

File No. - 2328

4/18/86

RIDGEFIELD, NJ

A/C Reg. No. N51721

Time (Lcl) - 0628 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2399 5/22/86 WEST MILFORD, NJ A/C Reg. No. N97299 Time (Lcl) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew	2	0	0	0
Accident Occurred During	-DESCENT		Pass				

-----Aircraft Information-----

Make/Model	- MOONEY M20K	Eng Make/Model	- CONTINENTAL TS10-360-LB1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	BEDFORD, MA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- UNK/NR	MORRISTOWN, NJ	
Wind Dir/Speed	- 280/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 1284	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - 12
	Aircraft Type - UNK/NR	Instrument - 867	Last 90 Days - 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN IFR FLIGHT THE AIRCRAFT ENTERED AN AREA OF THUNDERSTORMS, LOST CONTROL OF THE AIRCRAFT AND CRASHED. IN AN ATTEMPT TO CIRCUMNAVIGATE THE STORMS THE PLT INADVERTENTLY ENTERED A STORM AND COLLIDED WITH THE GROUND IN AN UNCONTROLLED DESCENT. THE PLTS LAST RADIO CALL INDICATED THAT HE WAS UNABLE TO MAINTAIN ALTITUDE.

Brief of Accident (Continued)

File No. - 2399

5/22/86

WEST MILFORD,NJ

A/C Reg. No. N97299

Time (Lc1) - 2015 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER EVALUATION - DELAYED - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2317 8/31/86 BARGAINTOWN, NJ A/C Reg. No. N6563L Time (Lcl) - 1141 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 12.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILLVILLECITY, NJ
Destination
BARGAINTOWN, NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 22

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	- 51	Last 24 Hrs -	4
Make/Model-	36	Last 30 Days-	19
Instrument-	3	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON A SUPERVISED SOLO CROSS COUNTRY, DIVERTED FROM HIS PLANNED ROUTE AND WAS OBSERVED FLYING LOW OVER A RESIDENTIAL AREA PERFORMING MANEUVERS AT OR BELOW TREE TOP LEVEL. THE PILOT APPARENTLY LOST CONTROL OF THE AIRCRAFT. AIRCRAFT IMPACTED THE GROUND IN A NOSE DOWN ATTITUDE. THE PILOT RECEIVED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 2317

8/31/86

BARGAINTOWN,NJ

A/C Reg. No. N6563L

Time (Lcl) - 1141 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
 4. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2305 9/14/86 OLD MAN ARPT,NJ A/C Reg. No. N738HZ Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF			0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PEDRICTOWN,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAPE MAY,NJ	OLD MAN AIRPORT
Wind Dir/Speed- 160/017 KTS		Runway Ident - 25
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2200/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 597
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 17
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

FLIGHT ENCOUNTERED A GUST OF WIND ON TAKEOFF, RAN OFF THE LEFT SIDE AND COLLIDED WITH A SEWER DITCH. THE AIRCRAFT FLIPPED OVER AND RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2305

9/14/86

OLD MAN ARPT,NJ

A/C Reg. No. N738HZ

Time (Lcl) - 1230 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2307 9/24/86 ATLANTIC CITY, NJ A/C Reg. No. N9422C Time (Lcl) - 1206 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320D36	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - 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 - 4.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PORTLAND, ME</p> <p>Destination ATLANTIC CITY, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1560</p> <p>Make/Model- 45</p> <p>Instrument- 140</p> <p>Multi-Eng - 238</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p> <p>Rotorcraft - UNK/NR</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS ON APPROACH FOR LANDING WHEN ENGINE POWER WAS LOST DUE TO FUEL EXHAUSTION. THE AIRCRAFT CRASHED IN A TIDAL MARSH AND NOSED OVER SLIGHTLY IN THE SOFT MARSH AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2307

9/24/86

ATLANTIC CITY,NJ

A/C Reg. No. N9422C

Time (Lc1) - 1206 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2306 10/01/86 CALDWELL, NJ A/C Reg. No. N8320A Time (Lcl) - 0015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TETERBORO, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ESSEX
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 22
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4550/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
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, CFI	Current - YES	Total - 1047
SE LAND, ME LAND	Months Since - 1	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 120
		Multi-Eng - 7
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT IN COMMAND ALLOWED THE AIRCRAFT TO BECOME TOO LOW DURING A NIGHT SIMULATED EMERGENCY (ENGINE OUT) DURING AN INSTRUCTIONAL FLIGHT. THE AIRCRAFT CONTACTED THE TOPS OF TREES, BECAME UNCONTROLLABLE AND CRASHED TO THE GROUND.

Brief of Accident (Continued)

File No. - 2306

10/01/86

CALDWELL,NJ

A/C Reg. No. N8320A

Time (Lc1) - 0015 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. OBJECT - TREE(S)
3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
4. LIGHT CONDITION - DARK NIGHT
5. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
8. LANDING LIGHT - INOPERATIVE
9. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND(CFI)
10. AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - INOPERATIVE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2331 11/13/86 NEWARK, NJ A/C Reg. No. N714DA Time (Lcl) - 1225 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -DELTA AIRLINES	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During -LANDING					23
					114

-----Aircraft Information-----

Make/Model - LOCKHEED L1011	Eng Make/Model - ROLL ROYCE RB-211-22B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 430000	Engine Type - TURBOFAN	
No. of Seats - 302	Rated Power - 42000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEWARK, NJ	NEWARK INTERNATIONAL
Wind Dir/Speed- 320/019 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6502/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 19850
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2400
		Last 30 Days- 6643
		Instrument- UNK/NR
		Last 90 Days- 13725
		Multi-Eng - 18600
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON NOVEMBER 13, 1986, THE REAR MAIN SPAR OF THE RIGHT WING FAILED AS DELTA FLT 194 TOUCHED DOWN ON RWY 29 AT NEWARK AIRPORT. THE PILOTS STATED THAT THERE WAS MODERATE TURBULENCE ON FINAL APPROACH AND INITIAL TOUCHDOWN WAS ON THE RIGHT MAIN GEAR FIRST. THE TOUCHDOWN WAS FIRM BUT NOT HARD WHICH WAS CONFIRMED FROM THE 1.4G RECORDED ON THE DFDR. THE 1.4G FORCE IS WELL WITHIN THE LANDING GEAR CERTIFICATION LIMITS. THE SPAR WEB FAILURE WAS CAUSED BY A FATIGUE CRACK THAT ORIGINATED AT A "HI - LOC" FASTENER HOLE LOCATED AT THE LOWER INBOARD CORNER OF A DOUBLER THAT SURROUNDS THE FUEL FILLER VALVE WHICH IS MOUNTED VERTICALLY ON THE SPAR WEB. THE FATIGUE ZONE IN THE SPAR WEB HAD PROGRESSED ABOUT 6 3/4 INCHES BEFORE THE WEB FAILED AS THE AIRPLANE TOUCHED DOWN. THE FRACTURE IN THE SPAR WEB EXTENDED DIAGONALLY DOWNWARD AND OUTBOARD AT 45 DEGREES FROM INBOARD WING STATION 241.0 TO INBOARD STATION 293.5. THE FLIGHT CREW DID NOT REPORT ANY AIRPLANE MALFUNCTION DURING THE FLIGHT.

Brief of Accident (Continued)

File No. - 2331

11/13/86

NEWARK,NJ

A/C Reg. No. N714DA

Time (Lcl) - 1225 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WING - FAILURE,PARTIAL
 2. WING - FATIGUE
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2235 12/07/86 HAMMONTON, NJ A/C Reg. No. N5878T Time (Lcl) - 1121 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
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0
Other	1	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 185D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 148/008 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
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

HAMMONTON
Runway Ident - 21
Runway Lth/Wid - 3000/ 75
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 - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 750
Make/Model- 152
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE MID-AIR COLLISION OCCURRED WHILE THE CESSNA 185 WAS ATTEMPTING A STEEP CLIMBOUT DURING TAKEOFF FROM RWY 21 AND THE MOONEY WAS MAKING A LANDING TO THE SAME RUNWAY. ANOTHER AIRCRAFT ATTEMPTED TO WARN BOTH AIRCRAFT OVER THE UNICOM FREQ. NEITHER AIRCRAFT RESPONDED TO THE THREE CALLS AND BOTH CONTINUED THEIR OPERATIONS. THE COLLISION OCCURRED ABOUT 400 FEET FROM THE APPROACH END OF RWY 31. THE AIRPLANES CAME TO REST ABOUT 1300 FEET DOWN THE RWY IN A GRASSY AREA BTW THE TAXIWAY. BOTH A/C BURNED. THE M-20 LEFT OUTBOARD WING PANEL WAS STRUCK SEVERAL TIMES BY THE C-185 PROPELLER BLADES. THE C-185 VERTICAL FIN WAS DEFLECTED LEFT OF IT'S INSTALLED POSITION.

Brief of Accident (Continued)

File No. - 2235

12/07/86

HAMMONTON,NJ

A/C Reg. No. N5878T

Time (Lc1) - 1121 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
2. VISUAL LOOKOUT - POOR - PILOT OF OTHER AIRCRAFT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 2235 12/07/86 HAMMONTON, NJ A/C Reg. No. N6930U Time (Lcl) - 1121 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -TAKEOFF		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-ASA	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	HAMMONTON
Wind Dir/Speed- 148/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2200
SE LAND, ME LAND	Months Since - 18	Make/Model- UNK/NR
	Aircraft Type - M20	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 MID-AIR COLLISION OCCURRED WHILE THE CESSNA 185 WAS ATTEMPTING A STEEP CLIMBOUT DURING TAKEOFF FROM RWY 21 AND THE MOONEY WAS MAKING A LANDING TO THE SAME RUNWAY. ANOTHER AIRCRAFT ATTEMPTED TO WARN BOTH AIRCRAFT OVER THE UNICOM FREQ. NEITHER AIRCRAFT RESPONDED TO THE THREE CALLS AND BOTH CONTINUED THEIR OPERATIONS. THE COLLISION OCCURRED ABOUT 400 FEET FROM THE APPROACH END OF RWY 31. THE AIRPLANES CAME TO REST ABOUT 1300 FEET DOWN THE RWY IN A GRASSY AREA BTW THE TAXIWAY. BOTH A/C BURNED. THE M-20 LEFT OUTBOARD WING PANEL WAS STRUCK SEVERAL TIMES BY THE C-185 PROPELLER BLADES. THE C-185 VERTICAL FIN WAS DEFLECTED LEFT OF IT'S INSTALLED POSITION.

Brief of Accident (Continued)

File No. - 2235

12/07/86

HAMMONTON,NJ

A/C Reg. No. N6930U

Time (Lcl) - 1121 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 2. VISUAL LOOKOUT - POOR - PILOT OF OTHER AIRCRAFT
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2353 9/21/86 ALBUQUERQUE,NM A/C Reg. No. N50BD Time (Lcl) - 1111 MDT

-----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 - BEECH V35	Eng Make/Model - CONTINENTAL IO-520 B/BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SHANGRI-LA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	ALBUQUERQUE MUNICIPAL
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8993/ 200
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4551
SE LAND	Months Since - 5	Make/Model- 1054
	Aircraft Type - UNK/NR	Instrument- 281
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 38
		Rotorcraft - 618

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED HARD AT THE ABQ MUNICIPAL ARPT. THE PLT SAID HE HAD RUNAWAY TRIM CAUSING LOSS OF CONTROL. THE PAX FELT THE PLT LOST CONTROL DUE TO TEMPORARY PHYSICAL INCAPACITATION. EXAM OF THE FLT CONTROL SYSTEM REVEALED NO EVIDENCE OF A FLT CONTROL SYSTEM MALFUCNTION OR FAILURE PRIOR TO GROUND IMPACT. ALL VOICE COMMUNICATIONS BETWEEN THE LT AND THE AIR TRAFFIC CONTROLLER WERE NORMAL.

Brief of Accident (Continued)

File No. - 2353

9/21/86

ALBUQUERQUE,NM

A/C Reg. No. N50BD

Time (Lcl) - 1111 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2375 10/29/86 GALLUP, NM A/C Reg. No. N65184 Time (Lcl) - 1715 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew 0	1	0	0
Accident Occurred During	-DESCENT	NONE		Pass 0	3	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NWS	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	GALLUP, NM	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 260/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 20000 FT SCATTERED	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 - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 74	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model - 17	Last 30 Days - 1
	Aircraft Type - C-172	Instrument - 2	Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING AT A LOW LEVEL SPOTTING DEER IN MOUNTAINOUS TERRAIN THE PLT ATTEMPTED TO FLY OVER A RIDGELINE WITH TERRAIN THAT ROSE FASTER THAN THE ACFT CLIMB CAPABILITY. AT LOW AIRSPEED AND ALTITUDE HE INITIATED A TURN TO REVERSE COURSE TOWARD LOWER TERRAIN. THE ACFT STALLED, STRUCK TREES AND IMPACTED STEEP ROCKY TERRAIN.

Brief of Accident (Continued)

File No. - 2375

10/29/86

GALLUP, NM

A/C Reg. No. N65184

Time (Lcl) - 1715 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING
 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Brief of Accident

File No. - 2218 10/12/86 BOULDER CITY,NV A/C Reg. No. N2NV Time (Lcl) - 1325 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	1	0	0	0

Type of Operation -SIGHTSEEING

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - BLANIK L-13

Landing Gear - SKID

Max Gross Wt - 1102

No. of Seats - 2

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BOULDER CITY MUNICIPAL

Runway Ident - 03

Runway Lth/Wid - 3100/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND,SE SEA

GLIDER

Age - 57

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10348

Make/Model- 1915

Instrument- 786

Multi-Eng - 4907

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 99

Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT A DOWNDRAFT WAS ENCOUNTERED AND AN UNDERSHOOT OCCURRED WHILE ON BASE LEG. A HIGH SINK RATE DEVELOPED AND THE PLT DID NOT TAKE CORRECTIVE ACTION SOON ENOUGH. THE ACFT STRUCK THE GROUND, ROLLED A SHORT DISTANCE THROUGH BUSHES, AND ACROSS A TWO FOOT GULLEY BEFORE COMING TO REST. THE PASSENGER STATED THAT THE PLT ENTERED INTO AN INTENTIONAL SPIN WHILE IN THE PRACTICE AREA IN ORDER TO SHOW OFF. HE ALSO STATED THAT THE PLT MADE A RATHER RAPID DESCENT BY THE USE OF SPOILERS THAT EXCEEDED THE LIMITS OF THE VERTICAL SPEED INDICATOR.

Brief of Accident (Continued)

File No. - 2218

10/12/86

BOULDER CITY,NV

A/C Reg. No. N2NV

Time (Lcl) - 1325 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2254 4/22/86 SPRING VALLEY, NY A/C Reg. No. 44331 Time (Lcl) - 1910 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
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2A
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- 340/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2800 FT

Lowest Ceiling - 2800 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

SPRING VALLEY, NY

Destination

SPRING VALLEY, NY

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

RAMAPO VALLEY

Runway Ident - 26

Runway Lth/Wid - 2185/ 50

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 153

Make/Model- 153

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- 0

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PAX STATED THAT HE & THE PLT WERE AT A BAR WHERE THEY HAD ABOUT THREE BEERS PRIOR TO THIS FLIGHT. DURING THE FLIGHT THE PILOT DID SEVERAL STALLS AND SOME AEROBATIC MANEUVERS. THE PAX WAS UNNERVED AND TOLD THE PLT THAT HE WANTED TO RETURN TO THE ARPT. DURING THE FINAL APCH LEG TO THE ARPT THE PLT UNDERSHOT THE RWY AND THE ACFT COLLIDED WITH TREES LOCATED ABOUT 475 FT FROM AND BELOW THE ELEVATION OF THE RWY. A WITNESS SAW THE ACFT APCH THE ARPT IN A NORMAL MANNER WITH THE ENGINE RUNNING BEFORE THE COLLISION. THE PLT WAS COMATOSE FOR SEVERAL DAYS AFTERWARDS AND HAS NO RECOLLECTION OF THE ACCIDENT. THE PAX REPORTED NO PROBLEM WITH THE ACFT BEFORE THE ACCIDENT. EXAM OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THE BAROMETRIC PRESSURE WAS 29.75. THE ALTIMETER WAS SET TO 30.40. ACCORDING TO THE PLT'S LOGBOOK, THE PLT'S LAST FLT AND LAST NIGHT FLT WERE RESPECTIVELY 6 AND 5.5 MONTHS BEFORE THE ACCIDENT DATE. A BLOOD ALCOHOL TEST WAS NOT PERFORMED ON THE PLT BECAUSE OF HIS INJURIES.

Brief of Accident (Continued)

File No. - 2254

4/22/86

SPRING VALLEY, NY

A/C Reg. No. 44331

Time (Lcl) - 1910 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. WING - SEPARATION

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) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2259 5/26/86 CAIRO, NY A/C Reg. No. N13650 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

Type of Operation -SCENIC FLT

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - 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- 360/007 KTS

Visibility - 45.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CAIRO, NY

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

SPORT HAVEN

Runway Ident - 14

Runway Lth/Wid - 2700/ 85

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)

COMMERCIAL

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 - 3050

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES SAW BLACK SMOKE TRAILING THE ACFT SHORTLY AFTER IT BECAME AIRBORNE ABOUT 50 FT ABOVE THE RWY. SHORTLY AFTERWARD, A LOSS OF POWER LOSS OCCURRED. THE ACFT DESCENDED AND COLLIDED WITH THE GROUND IN A NOSE LOW ATTITUDE. THE RWY IS 2,700 FT LONG AND SURROUNDED BY TREES. THE ACFT CAME TO REST TO THE LEFT OF AND NEAR THE END OF RWY 14. EXAM OF THE ACFT DISCLOSED THAT A PIECE OF THE MOUNTING GASKET FOR THE CARB AIR FILTER, A NON-CESSNA FOUR PIECE PART, WAS LODGED IN THE VENTURI SECTION OF THE CARBURETOR. ALSO REVEALED WAS THAT THE CARBURETOR FLOAT WAS NOT BUOYANT AND RESULTED IN ENGINE FUEL FLOODING. THE ACFT WAS USING AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 2259

5/26/86

CAIRO, NY

A/C Reg. No. N13650

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, CARBURETOR - OTHER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2202 6/25/86 NEW YORK, NY A/C Reg. No. N149Q Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SPECTRUM HELICOPTERS, INC	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- ENSTROM F-28A	Eng Make/Model	- LYCOMING HIO-360-C1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
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	- UNK/NR	RIDGEFIELD PARK, NJ			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	JAMAICA, NY		Runway Ident	- N/A
Wind Dir/Speed	- 310/019 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
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)	
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 1050	Last 24 Hrs - 3
SE LAND	Months Since - 4	Make/Model - 350	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 271
			Rotorcraft - 916

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PERFORMED A GO-AROUND DUE TO EXCESSIVE GROUND SPEED DURING THE FIRST LANDING ATTEMPT. THE PLT REPORTED THAT AS HE APPLIED UPWARD COLLECTIVE TO TERMINATE THE SECOND LANDING APCH OVER THE HELIPAD, THE HELICOPTER DESCENDED RAPIDLY. THE HELICOPTER CONTACTED THE WATER IN A LEVEL ATTITUDE THEN ROLLED ONTO IT'S LEFT SIDE. GUSTY WIND CONDITIONS EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2202

6/25/86

NEW YORK, NY

A/C Reg. No. N149Q

Time (Lc1) - 1415 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
-

Occurrence #3 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2234 7/08/86 GOSHEN, NY A/C Reg. No. N6795Z Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BIG ISLAND
Runway Ident - 24
Runway Lth/Wid - 3000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA-25

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2230	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 200	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LOSS OF ENGINE POWER WAS EXPERIENCED DURING TAKEOFF. THE PLT WAS UNABLE TO MAINTAIN ALTITUDE AND A FORCED LANDING WAS MADE IN AN OPEN FIELD. THE NOSE GEAR DUG INTO SOFT TERRAIN AND THE ACFT NOSED OVER. POST ACCIDENT INSPECTION OF THE ACFT REVEALED WATER IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2234

7/08/86

GOSHEN, NY

A/C Reg. No. N6795Z

Time (Lcl) - 1330 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2318 7/11/86 DURHAMVILLE,NY A/C Reg. No. N84854 Time (Lcl) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KAMP
Runway Ident - 35
Runway Lth/Wid - 3750/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1512
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 1
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT DEPARTED RWY 35 AT KAMP AIRPORT, CLIMBED TO ABOUT 200 FEET, TURNED RIGHT, STALLED AND CRASHED VERTICALLY INTO THE GROUND. A WITNESS SAID THAT THE AIRCRAFT CLIMBED, THE ENGINE SPUTTERED, AND THEN STOPPED. NO PREIMPACT MALFUNCTION/FAILURE WAS DETERMINED.

Brief of Accident (Continued)

File No. - 2318

7/11/86

DURHAMVILLE, NY

A/C Reg. No. N84854

Time (Lc1) - 1315 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2334 9/14/86 GENESEO,NY A/C Reg. No. N7215P Time (Lcl) - 1040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	1

-----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-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 210/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELLENVILLE,NY
Destination
GENESEO,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
GENESEO

Runway Ident - 26
Runway Lth/Wid - 3100/ 90
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200
Make/Model- 200
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER ON APPROACH TO GENESEO AIRPORT. INVESTIGATION DID NOT REVEAL ANY PREIMPACT MALFUNCTION/FAILURE. CONDITIONS CONDUCIVE TO CARBURETOR ICING EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2334

9/14/86

GENESE0,NY

A/C Reg. No. N7215P

Time (Lc1) - 1040 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2335 9/14/86 LAKEPORT, NY A/C Reg. No. N5146K Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	1	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
IN FLIGHT

-----Aircraft Information-----

Make/Model - RYAN NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3233
No. of Seats - 4

Eng Make/Model - CONTINENTAL E225 SERIES ELT Installed/Activated - NO -N/A
Number Engines - 1 Stall Warning System - NO
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DURHAMVILLE, NY
Destination
CICERO, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 55

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	777	Last 24 Hrs -	0
Make/Model-	204	Last 30 Days-	UNK/NR
Instrument-	32	Last 90 Days-	29
Multi-Eng -	6		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ROCKER BOX COVER ON THE #6 CYLINDER HAD THE TOP AND BOTTOM SCREWS LOOSE AND THE CENTER SCREW MISSING, CAUSING OIL TO LEAK FROM THE BOTTOM OF THE ROCKER BOX COVER.

Brief of Accident (Continued)

File No. - 2335

9/14/86

LAKEPORT, NY

A/C Reg. No. N5146K

Time (Lcl) - 1445 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM, OIL GASKET - LOOSE
 2. FLUID, OIL - LEAK
 3. ENGINE ASSEMBLY - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2296 9/28/86 SENECA FALLS,NY A/C Reg. No. N525TP Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	SUBSTANTIAL	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation -PERSONAL	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0	0	0	0
Accident Occurred During -LANDING									

-----Aircraft Information-----

Make/Model - BEECH BE-55	Eng Make/Model - CONTINENTAL IO-520-C/CB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 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	SENECA FALLS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 7700
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2752
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Multi-Eng - 2758

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED GEAR UP AND WAS SUBSEQUENTLY DESTROYED BY FIRE. THE PLT ADMITTED HE FORGOT TO LOWER THE GEAR. IT WAS CONFIRMED DURING THE POST ACCIDENT INSPECTION THAT THE GEAR SELECTOR WAS IN THE UP POSITION AND THE GEAR DOORS WERE CLOSED.

Brief of Accident (Continued)

File No. - 2296

9/28/86

SENECA FALLS,NY

A/C Reg. No. N525TP

Time (Lcl) - 1330 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2339 10/14/86 CROTON ON HUD., NY A/C Reg. No. N6090J Time (Lcl) - 1025 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 100/007 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 200 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TOMS RIVER, NJ</p> <p>Destination</p> <p>NEWBURGH, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 50</p> <p>Make/Model- 50</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ADVISED BY MILLVILLE FSS THAT VFR FLIGHT NOT RECOMMENDED DUE TO CURRENT AND FORECAST IFR CONDITIONS THROUGHOUT ROUTE OF FLIGHT. ACFT OBSERVED FLYING NEAR BASE OF LOW CLOUDS AND IN AND OUT OF CLOUDS PRIOR TO CRASHING IN A RESIDENTIAL AREA.

Brief of Accident (Continued)

File No. - 2339

10/14/86

CROTON ON HUD.,NY

A/C Reg. No. N6090J

Time (Lcl) - 1025 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - FOG
6. IMPROPER DECISION, TOTAL - PILOT IN COMMAND
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - OBSCURATION
9. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

10. OBJECT - TREE(S)
11. OBJECT - WIRE, TRANSMISSION
12. OBJECT - FENCE
13. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,9

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,8,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2368 5/04/86 WAUSEON, OH A/C Reg. No. N40782 Time (Lcl) - 1300 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

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER J3
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 - YES/YES

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/014 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

BRYAN, OH

Destination

WAUSEON, OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

EXIT 3

Runway Ident - 27

Runway Lth/Wid - 2700/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 176

Make/Model- 98

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS LANDING ON RWY 27 WITH THE WIND FROM ABOUT 190 DEGREES AT 15 MPH, GUSTING TO 23 MPH; HE EXECUTED A NORMAL LDG AND WAS ROLLING OUT WHEN A GUST OF WIND LIFTED UP THE LEFT WING AND THE ACFT GROUND-LOOPED. THE ACFT SUBSEQUENTLY FLIPPED OVER INVERTED. THE PLT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED HAD HE WAITED FOR MORE FAVORABLE WIND CONDITIONS.

Brief of Accident (Continued)

File No. - 2368

5/04/86

WAUSEON, OH

A/C Reg. No. N40782

Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. JUDGEMENT - POOR - PILOT IN COMMAND
 7. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2304 10/19/86 HAMILTON, OH A/C Reg. No. N9612A Time (Lcl) - 1820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0
Other		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C9014F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAILTON FAIRFIELD MUNI.
Runway Ident - 11
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	40
Make/Model-	20
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 CESSNA HIGH WING WAS IN THE TRAFFIC PATTERN DOING TOUCH AND GO'S AND WAS ON THE THIRD APCH WHEN THE HOMEBUILT BIWING ENTERED THE TRAFFIC PATTERN. THE HOMEBUILT OVERTOOK THE CESSNA ON SHORT FINAL. THE COLLISION OCCURRED ABOUT 100-200 FEET AGL. BOTH ACFT LANDED SAFELY. THE TOP OF THE LEFT WING OF THE CESSNA HAD THREE BLACK STREAKS ON IT AS WELL AS A DAMAGED LEFT AILERON. THE HOMEBUILT HAD A DAMAGED RIGHT BOTTOM WING TIP. THERE WERE TWO DISTINCT CUTS IN THE SPAR AND FABRIC. THE HOMEBUILT DID NOT HAVE A RADIO. THE DOWNWIND LEFT OF THE TRAFFIC PATTERN WAS ON A HEADING OF ALMOST DUE WEST. THE ACCIDENT OCCURRED WHEN THE SUN WAS LOW ON THE WESTERN HORIZON AND THE WEATHER WAS CLEAR.

Brief of Accident (Continued)

File No. - 2304

10/19/86

HAMILTON, OH

A/C Reg. No. N9612A

Time (Lcl) - 1820 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2304 10/19/86 HAMILTON, OH A/C Reg. No. N8152 Time (Lcl) - 1820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH		Other	0	0	1

-----Aircraft Information-----

Make/Model	- MYERS LITTLE TOOT 1	Eng Make/Model	- LYCOMING O&VO-360 SER	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1170	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MIDDLETOWN, OH	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	HAMILTON
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 20.0 SM	ATC/Airspace	- 11
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 17	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 259	Last 24 Hrs - 4
SE LAND	Months Since - 10	Make/Model - 12	Last 30 Days - UNK/NR
	Aircraft Type - 152	Instrument - 5	Last 90 Days - 86
		Multi-Eng - 5	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA HIGH WING WAS IN THE TRAFFIC PATTERN DOING TOUCH AND GO'S AND WAS ON THE THIRD APCH WHEN THE HOMEBUILT BIWING ENTERED THE TRAFFIC PATTERN. THE HOMEBUILT OVERTOOK THE CESSNA ON SHORT FINAL. THE COLLISION OCCURRED ABOUT 100-200 FEET AGL. BOTH ACFT LANDED SAFELY. THE TOP OF THE LEFT WING OF THE CESSNA HAD THREE BLACK STREAKS ON IT AS WELL AS A DAMAGED LEFT AILERON. THE HOMEBUILT HAD A DAMAGED RIGHT BOTTOM WING TIP. THERE WERE TWO DISTINCT CUTS IN THE SPAR AND FABRIC. THE HOMEBUILT DID NOT HAVE A RADIO. THE DOWNWIND LEG OF THE TRAFFIC PATTERN WAS ON A HEADING OF ALMOST DUE WEST. THE ACCIDENT OCCURRED WHEN THE SUN WAS LOW ON THE WESTERN HORIZON AND THE WEATHER WAS CLEAR.

Brief of Accident (Continued)

File No. - 2304

10/19/86

HAMILTON,OH

A/C Reg. No. N8152

Time (Lc1) - 1820 EDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. VISUAL SEPARATION - 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 2219 10/13/86 PERRYDALE,OR A/C Reg. No. N8184F Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	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	HILLSBORO,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PERRYDALE,OR	MARTIN AIRSTRIP
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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)
PRIVATE	Current - YES	Total - 362
SE LAND	Months Since - 18	Make/Model- 119
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DESCENDED TO TERRAIN IMPACT DURING A DESCENT FOR LANDING. THE PLT STATED HE RECALLED ENTERING A DESCENT SO HE WOULD BE AT 1,000 FT MSL ON CROSSWIND FOR LANDING. THE PLT DOES NOT RECALL ANY FURTHER DETAILS CONCERNING THE ACCIDENT DUE TO HEAD INJURIES.

Brief of Accident (Continued)

File No. - 2219

10/13/86

PERRYDALE,OR

A/C Reg. No. N8184F

Time (Lcl) - 1730 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2217 10/27/86 HILLSBORO,OR A/C Reg. No. N6625U Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Crew	0	0	1	0
Accident Occurred During	-DESCENT	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20D	Eng Make/Model	- LYCOMING O-360-AID	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----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-</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 4500 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 HILLSBORO,OR</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 - GO AROUND</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>STARKS TWIN OAKS AIRPARK</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 2100/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1139</p> <p>Make/Model- 60</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 50</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND WITH A 12 TO 15 KNOT TAILWIND. AN EXCESSIVE GROUND SPEED RESULTED WITH AN OVERSHOOT. THE PILOT ELECTED TO GO-AROUND TOO LATE AND ONCE THE GO-AROUND WAS ATTEMPTED THE AIRCRAFT STRUCK TREES AT THE DEPARTURE END OF THE RUNWAY AT ABOUT 10 FT AGL. THE ACFT CAME TO REST IN A FRESHLY PLOWED FIELD.

Brief of Accident (Continued)

File No. - 2217

10/27/86

HILLSBORO,OR

A/C Reg. No. N6625U

Time (Lc1) - 1130 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2370 12/17/86 MEDFORD,OR

A/C Reg. No. N7581Q

Time (Lcl) - 1100 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 280 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE,CA
Destination
MEDFORD,OR

Airport Proximity
ON AIRPORT

Airport Data

MEDFORD JACKSON COUNTY
Runway Ident - 14
Runway Lth/Wid - 6700/ 150
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER

Age - 50

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10960	Last 24 Hrs	- 4
Make/Model-	1870	Last 30 Days-	UNK/NR
Instrument-	2450	Last 90 Days-	144
Multi-Eng -	5956		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TURN OFF FROM THE RUNWAY TO THE TAXIWAY THE LEFT MAIN GEAR COLLAPSED. THE RUNWAY AND TAXIWAY WERE ICY AND WET. EXAMINATION OF THE LANDING GEAR INDICATED AN OVERLOAD FAILURE.

Brief of Accident (Continued)

File No. - 2370

12/17/86

MEDFORD,OR

A/C Reg. No. N7581Q

Time (Lcl) - 1100 PST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR - OVERLOAD
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 2371 12/26/86 LEBANON,OR A/C Reg. No. N11537 Time (Lcl) - 1615 PST

-----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 - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	LEBANON STATE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2877/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4200
SE LAND	Months Since - 11	Make/Model- 65
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- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A POWER LOSS OCCURRED DURING TAKEOFF AT ABOUT 100 FEET AGL DUE TO FUEL EXHAUSTION. A TURN TO THE LEFT WAS MADE SO THAT A LANDING COULD BE MADE ON A FIELD. DURING LANDING ROLL THE AIRCRAFT'S WING STRUCK TWO TREES.

Brief of Accident (Continued)

File No. - 2371

12/26/86

LEBANON,OR

A/C Reg. No. N11537

Time (Lcl) - 1615 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2400 5/14/86 EPHRATA, PA A/C Reg. No. N100WZ Time (Lcl) - 1300 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 - ENSTROM F-28C	Eng Make/Model - LYCOMING HIO-360-CIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	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	LUMBERTON, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOUGHKENAMON, PA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

THE ENSTROM F28C WAS CRUISING ENROUTE WHEN IT EXPERIENCED A LOSS OF POWER FOR REASONS UNKNOWN. DURING THE LANDING, IN A LARGE OPEN FIELD, THE MAIN ROTOR WAS DAMAGED AND THE TAIL ROTOR SEPARATED FROM THE TAIL BOOM. THE LONE OCCUPANT, THE PILOT, WAS UNINJURED BUT THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE FROM THE PLT OR FROM HIS RECORDS.

Brief of Accident (Continued)

File No. - 2400

5/14/86

EPHRATA, PA

A/C Reg. No. N100WZ

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
 3. LIGHT CONDITION - DAYLIGHT
 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2376 7/06/86 SEVEN VALLEYS, PA A/C Reg. No. N7562W Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 320/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YORK, PA
Destination
OCEAN CITY, NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA28180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 227	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT DEPARTED YORK AIRPORT AND CRASHED 5 MIN LATER. THE ENGINE SUMP OIL QUICK DRAIN HAD DISCONNECTED AND WAS NOT FOUND. ENGINE OIL WAS EXHAUSTED AND THE ENGINE SEIZED. A TREE AND UTILITY POLE WERE FOUND DAMAGED. THE RAMP AND RUNWAY AT YORK AIRPORT DID NOT SHOW SIGNS OF OIL.

Brief of Accident (Continued)

File No. - 2376

7/06/86

SEVEN VALLEYS,PA

A/C Reg. No. N7562W

Time (Lcl) - 0915 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
2. ENGINE ASSEMBLY,CRANKCASE - LEAK
3. FLUID,OIL - EXHAUSTION
4. ENGINE ASSEMBLY - FAILURE,TOTAL
5. LUBRICATING SYSTEM,OIL MAGNETIC PLUG - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)
7. OBJECT - UTILITY POLE

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2332 7/16/86 LOCK HAVEN, PA A/C Reg. No. N32777 Time (Lcl) - 1225 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			None
Type of Operation - PERSONAL	Fire	Crew 0	Serious 1	Minor 0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -CLIMB						

-----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 - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1000 FT</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LOCK HAVEN, PA</p> <p>Destination HAZELTON, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 862
SE LAND	Months Since - 2	Make/Model- 735
	Aircraft Type - UNK/NR	Instrument- 86
		Multi-Eng - 12
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 47
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A DEPARTURE FROM AN UNCONTROLLED AIRPORT. DURING THE CLIMB IN IMC CONDITIONS, THE AIRCRAFT STRUCK TREES AND CRASHED. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT RECEIVED SERIOUS INJURIES. THE PILOT HAD A CLEARANCE, HOWEVER, THE CLOUDS DID NOT PERMIT A VFR CLIMB TO ALTITUDE. THE PILOT ENTERED THE CLOUDS WITHOUT EXACT KNOWLEDGE OF HIS POSITION OR AN APPROVED DEPARTURE PROCEDURE. THE ACCIDENT OCCURRED IN UNCONTROLLED AIRSPACE.

Brief of Accident (Continued)

File No. - 2332

7/16/86

LOCK HAVEN, PA

A/C Reg. No. N32777

Time (Lcl) - 1225 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. LIGHT CONDITION - DAYLIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2294 8/04/86 REAMSTOWN, PA A/C Reg. No. N18619 Time (Lcl) - 0914 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLENTOWN, PA
Destination
LANCASTER, PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 35

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	472
Make/Model-	126
Instrument-	57
Multi-Eng -	7
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A PRECAUTIONARY LANDING IN A CORN FIELD FOLLOWING A DECREASE IN ENGINE RPM DURING CRUISE FLT. EXAMINATION OF THE ENGINE REVEALED A COATING OF CARBON AND LEAD ON THE VALVES OF THE #2, #3 AND #4 CYLINDERS WHICH CAUSED THE VALVES TO BECOME STUCK IN THE OPEN POSITION AND BIND. THE ACFT NOSED OVER DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2294

8/04/86

REAMSTOWN,PA

A/C Reg. No. N18619

Time (Lc1) - 0914 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2203 8/31/86 BUTLER, PA A/C Reg. No. N3649J Time (Lcl) - 1550 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-PERSONAL	Fire		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE		Crew 0	1	0	0
Accident Occurred During	-DESCENT			Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL D-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	BUTLER, PA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BUTLER CO.	
Wind Dir/Speed	- UNK/NR		Runway Ident	- N/A
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 305	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 305	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF ENG POWER WAS EXPERIENCED SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 400 FT AGL. THE ACFT CONTACTED WIRES AND DESCENDED UNCONTROLLED TO TERRAIN IMPACT DURING THE FORCED LANDING DESCENT. POST ACCIDENT INSPECTION OF THE ACFT REVEALED APRX 4 OUNCES OF WATER IN THE GASCOLATOR. THE PLT STATED HE FAILED TO DRAIN THE FIREWALL GASCOLATOR DURING PREFLIGHT.

Brief of Accident (Continued)

File No. - 2203

8/31/86

BUTLER,PA

A/C Reg. No. N3649J

Time (Lc1) - 1550 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE,TRANSMISSION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2337 10/05/86 ERWINNA, PA A/C Reg. No. N12ZC Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - EIRIAVION OG PIK-20E	Eng Make/Model - ROTAX 501	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 46 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	VANSANT
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 120
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1525
SE LAND	Months Since - 15	Make/Model- 113
GLIDER	Aircraft Type - UNK/NR	Instrument- 160
		Multi-Eng - UNK/NR
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

-----Narrative-----

FLIGHT ENCOUNTERED TURBULENCE ON DESCENT BELOW TREE TOP LEVEL AND WHEN ABOUT 150 FEET FROM THE THRESHOLD A DOWNDRAFT WAS ENCOUNTERED CAUSING THE AIRCRAFT TO COLLIDE WITH THE GROUND. THE AIRCRAFT GROUNDLOOPEED WHEN THE LEFT WING CAUGHT IN THE TALL GRASS.

Brief of Accident (Continued)

File No. - 2337

10/05/86

ERWINNA, PA

A/C Reg. No. N122C

Time (Lcl) - 1530 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH VEGETATION
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2316 12/06/86 CARLISLE, PA A/C Reg. No. N69123 Time (Lcl) - 1411 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CUMBERLAND, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - NONE	
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 - 27 Last 24 Hrs - 4
	Months Since - N/A	Make/Model- 27 Last 30 Days- 4
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT FLYING A CESSNA 152 SCHEDULED HIS FLIGHT PERIOD SO IT COINCIDED WITH ANOTHER STUDENT PILOT FLYING A CESSNA 172. THE PILOT OF THE CESSNA 172 REPORTED SEEING THE CESSNA 152 ENTER A TWO TURN SPIN AND RECOVER. HE THEN SAID HE LOST SIGHT OF THE AIRCRAFT AND RETURNED TO THE DEPARTURE AIRPORT. GROUND WITNESSES REPORTED TWO AIRCRAFT ENGAGED IN AERIAL MANEUVERING. OTHER WITNESSES SAW THE CESSNA 152 IN A TERMINAL DIVE FROM WHICH NO RECOVERY WAS MADE. NO WITNESSES WHO OBSERVED THE AERIAL MANUEVERING OBSERVED THE TERMINAL DIVE. NO PRE-EXISTING PROBLEM COULD BE FOUND WITH THE AIRFRAME. THE ENGINE HAD WEAR NOTED, BUT NO PRE-EXISTING FAILURE WAS FOUND. THE PILOT WAS THROWN CLEAR OF THE WRECKAGE AND RECEIVED FATAL INJURIES AND THE AIRCRAFT WAS DESTROYED BY IMPACT AND POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2316

12/06/86

CARLISLE, PA

A/C Reg. No. N69123

Time (Lcl) - 1411 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
 2. DESCENT - NOT CORRECTED - PILOT IN COMMAND
 3. LIGHT CONDITION - DAYLIGHT
 4. AEROBATICS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2313 4/21/86 LINCOLN, RI A/C Reg. No. N128K Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ACTIVE AERO CHARTER, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 310	Eng Make/Model	- LYCOMING IO-540-A1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	YPSILANTI, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	NORTH CENTRAL STATE ARPT
Wind Dir/Speed - 180/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4300
SE LAND, ME LAND	Months Since - 1	Make/Model - UNK/NR
HELICOPTER	Aircraft Type - 310	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE AIR TAXI CARGO AIRCRAFT WAS OBSERVED MANEUVERING OVER THE AIRPORT IN IMC CONDITIONS FOR A VFR APPROACH TO LAND. WITNESSES DESCRIBED AN ABRUPT TURN TO REVERSE DIRECTION OF FLIGHT FOLLOWED BY A NOSE DIVE INTO THE GROUND. THE PILOT, AGE 22, HAD ACCUMULATED A TOTAL FLIGHT EXPERIENCE OF 4,300 HOURS AND A TYPE RATING IN A LEAR JET. PILOT WAS HIRED 10 DAYS PRIOR TO THE ACCIDENT AND WAS OPERATING ON A TEMPORARY AIRMAN CERTIFICATE. THE PILOT'S CERTIFICATE HAD BEEN SUBJECT TO AN EMERGENCY REVOCATION IN AUGUST OF THE PREVIOUS YEAR. ENFORCEMENT ACTION WAS LESSENNED TO SUSPENSION OF AIRMAN PRIVILIGES.

Brief of Accident (Continued)

File No. - 2313

4/21/86

LINCOLN, RI

A/C Reg. No. N128K

Time (Lcl) - 1530 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2367 12/03/86 JAMESTOWN, TN A/C Reg. No. N3898U Time (Lcl) - 0352 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -CUSTOMAIRE, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	3	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	1	0	0
Accident Occurred During -CRUISE					None

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4050	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 500 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JAMESTOWN, TN	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	NASHVILLE, TN	JAMESTOWN MUNI
Wind Dir/Speed-	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,ATP	Current - YES	Total - 4570
SE LAND	Months Since - 3	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - 206	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - 4350

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED IN AN EMERG MED SVC/MED-EVAC (EMS) OPN. AT 0230, THE PLT OBTAINED A PARTIAL WX BRIEFING. HE WAS ADVISED OF FLT PRCTNS FOR IFR WX THRU-OUT THE AREA WITH LOW CEILINGS, FOG, PRECIP & MTNS OBSCD. THE FLT DEPARTED NASHVILLE AT 0245 & LNDD AT JAMESTOWN AT 0333. ABOUT 17 MIN LATER, IT TOOK OFF ON THE RETURN FLT TO NASHVILLE WITH 2 MED PSNL & A PATIENT ABOARD. ABOUT 3.2 MI FM THE DEPARTURE POINT, THE ACFT HIT TREES MOMENTS AFTER CROSSING HI TERRAIN ALONG THE RIM OF A VALLEY. THE IMPACT AREA WAS VOID OF LGTS. A WX STUDY INDCD CLD BASES AT ABOUT 800' AGL, VIS LESS THAN 3 MI IN DRIZZLE & FOG. PSNL IN THE AREA ESTD 200' TO 300' OVERCAST, VIS 1/2 TO 3/4 MI. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. THE EMS OPN WAS CERTIFIED UNDER 14 CFR 135 (NO SPECIFIC REG FOR EMS OPNS). THE COMPANY OPNS MANUAL LACKED GUID-ANCE CONCERNING EMS OPNS. THE OPERATOR DID NOT HAVE AN FAA APPROVED TRAINING MANUAL. NO FAA RECORD WAS FND SHOWING A BASE INSPECTION BY EITHER OPNS OR MAINT INSPECTORS BTN 1/11/85 & THE DATE OF THE ACDNT.

Brief of Accident (Continued)

File No. - 2367

12/03/86

JAMESTOWN,TN

A/C Reg. No. N3898U

Time (Lcl) - 0352 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,PRESSURE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INFORMATION INSUFFICIENT - COMPANY/OPERATOR MGMT
11. INSUFFICIENT STANDARDS/REQUIREMENTS,OPERATION/OPERATOR - FAA(ORGANIZATION)
12. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

13. TERRAIN CONDITION - MOUNTAINOUS/HILLY
14. OBJECT - TREE(S)
15. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,15

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,9,10,11,12,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2319 3/07/86 CRESSON, TX A/C Reg. No. N6307G Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	2	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150K	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/012 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>BOURLAND FIELD</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 6000/ 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;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - 150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2063</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 1350</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 71</td> <td>Last 90 Days- 70</td> </tr> <tr> <td>Multi-Eng - 148</td> <td></td> </tr> </table>	Total - 2063	Last 24 Hrs - 0	Make/Model- 1350	Last 30 Days- UNK/NR	Instrument- 71	Last 90 Days- 70	Multi-Eng - 148	
Total - 2063	Last 24 Hrs - 0									
Make/Model- 1350	Last 30 Days- UNK/NR									
Instrument- 71	Last 90 Days- 70									
Multi-Eng - 148										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED WITH AN ESTIMATED 8 TO 9 GALLONS OF FUEL (AUTO GAS) ON BOARD WITH A DUAL STUDENT AND A FLT INSTRUCTOR. FORTY FIVE MINUTES OF TOUCH-AND-GO LANDING PRACTICE WAS ACCOMPLISHED. ON THE SIXTH TAKEOFF AND ABOUT 30 FEET ABOVE THE GROUND THE ENGINE QUIT AND A FORCED LANDING WAS MADE ON THE AIRPORT BUT NOT ON THE RUNWAY. ACCORDING TO THE FAA INSPECTOR WHO MADE A POST ACCIDENT EXAMINATION OF THE AIRCRAFT, ONLY ONE GALLON OF FUEL WAS FOUND IN EACH FUEL TANK. THE PILOT STATED NO MECHANICAL PROBLEMS WERE FOUND WITH THE ENGINE.

Brief of Accident (Continued)

File No. - 2319

3/07/86

CRESSON, TX

A/C Reg. No. N6307G

Time (Lcl) - 1715 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2246 5/20/86 PORT O'CONNOR, TX A/C Reg. No. N6740Q Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-1340-4N1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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- 030/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
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 - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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)
COMMERCIAL
SE LAND
HELICOPTER

Age - 42

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 10900
Last 24 Hrs - 0
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-----

ACFT FLIPPED OVER ON TOUCHDOWN DURING AN EMERGENCY LANDING IN A CULTIVATED FIELD FOLLOWING A PARTIAL POWER LOSS DURING A SWATH RUN AT 30 FT AGL. INVESTIGATION REVEALED THAT THE NO. 1 CYL EXHAUST VALVE PUSH ROD HAD FAILED. EXACT CAUSE OF THE PUSH ROD FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2246

5/20/86

PORT O'CONNOR, TX

A/C Reg. No. N67400

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2320 5/21/86 TAYLOR, TX A/C Reg. No. N3168H Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

Eng Make/Model - P & W R 1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/010 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
TAYLOR, TX
Destination
TAYLOR, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

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)
COMMERCIAL
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	- 6000	Last 24 Hrs	- UNK/NR
Make/Model-	160	Last 30 Days-	UNK/NR
Instrument-	106	Last 90 Days-	UNK/NR
Multi-Eng -	285	Rotorcraft -	75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

COMMERCIAL PILOT OF AN AIR TRACTOR AT301 ENROUTE TO BASE OF OPERATIONS AT TAYLOR, TX EXECUTED A FORCED LANDING AFTER EXPERIENCING SEVERE VIBRATION IN THE AIRCRAFT. LANDING WAS MADE TO A SOFT FIELD. THE AIRCRAFT NOSED OVER DURING LANDING ROLL AND WAS SUBSTANTIALLY DAMAGED. THE PILOT ESCAPED INJURY. EXAMINATION OF WRECKAGE REVEALED THAT ONE PROPELLER BLADE FAILED AT A POINT APPROXIMATELY 10 INCHES FROM THE BLADE TIP.

Brief of Accident (Continued)

File No. - 2320

5/21/86

TAYLOR, TX

A/C Reg. No. N3168H

Time (Lc1) - 0900 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - VIBRATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
 4. PROPELLER - REDUCED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - CROP
 6. TERRAIN CONDITION - ROUGH/UNEVEN
 7. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2239 5/22/86 GEORGETOWN, TX A/C Reg. No. N196MS Time (Lcl) - 1859 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
IN FLIGHT

-----Aircraft Information-----

Make/Model - SOWARD RUTAN LONGEZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/009 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
GEORGETOWN, TX
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

GEORGETOWN
Runway Ident - 18
Runway Lth/Wid - 4100/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1833 Last 24 Hrs - 1
Make/Model- 126 Last 30 Days- 2
Instrument- UNK/NR Last 90 Days- 32
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER HITTING TREES ON SHORT FINAL FOLLOWING AN INFLIGHT FIRE AND AN ENG FAILURE. THE ACFT WAS ON IT'S FIRST FLT FOLLOWING AN ENG OVERHAUL AND HAD BEEN AIRBORNE ABOUT 2 MINUTES WHEN GROUND AND AIR OBSERVERS NOTICED SMOKE TRAILING FROM THE ENG COMPARTMENT. THE OBSERVERS INFORMED THE PLT AND HE WAS ATTEMPTING A TURN TO RETURN TO THE ARPT WHEN THE ENG QUIT. HE SUBSEQUENTLY ATTEMPTED AN EMERGENCY LANDING IN A RESIDENTIAL AREA. ON SHORT FINAL, THE ACFT STRUCK TREES, IMPACTED IN A STREET AND SKIDDED INTO 2 VEHICLES PARKED IN A DRIVEWAY. THE PLT DIED AS A RESULT OF THE ENSUING FIRE.

Brief of Accident (Continued)

File No. - 2239

5/22/86

GEORGETOWN, TX

A/C Reg. No. N196MS

Time (Lcl) - 1859 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FIRE
 2. UNDETERMINED
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. UNDETERMINED
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2238 6/02/86 MERCEDES, TX A/C Reg. No. N34956 Time (Lcl) - 1220 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL		Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN ROCKWELL S2-R	Eng Make/Model	- P&W R-1340-ANI	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/007 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">MERCEDES, TEXAS</p> <p style="padding-left: 20px;">Runway Ident - 13</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3000/ 40</p> <p style="padding-left: 20px;">Runway Surface - ASPHALT</p> <p style="padding-left: 20px;">Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - AN75-1</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 3800</p> <p style="padding-left: 20px;">Make/Model- 2700</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - 6</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A COMPLETE LOSS OF ENG POWER AT AN ALT OF 200 FT AGL SHORTLY AFTER TAKEOFF. THE PLT WAS FORCED TO LAND AGAINST THE ROWS IN A MUDDY COTTON FIELD. SHORTLY AFTER TOUCHDOWN, THE ACFT FLIPPED OVER. THE EXACT NATURE OF THE ENG FAILURE WAS NOT DETERMINED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2238

6/02/86

MERCEDES, TX

A/C Reg. No. N34956

Time (Lcl) - 1220 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2351 6/13/86 SLIDELL, TX A/C Reg. No. 2782A Time (Lcl) - 1015 CDT

-----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	1	0	0	0
Accident Occurred During	-LANDING	NONE	0	0	0	0
		Crew				
		Pass				

-----Aircraft Information-----

Make/Model	- REPLIEA 78 RAL FOKKER DV III	Eng Make/Model	- VELLIE M-5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 75 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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;">SLIDELL, TX</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE SHUTOFF MECHANISM AND HANDLE SEPARATED FROM THE FUEL SHUTOFF VALVE BODY AND FELL TO THE FLOOR. THIS STOPPED THE FUEL FLOW TO THE ENGINE, RESULTING IN A TOTAL LOSS OF ENGINE POWER IN THE UNCETIFICATED HOME BUILT AIRCRAFT. IT WAS NOT DETERMINED WHY THE VALVE BECAME UNSEATED AND FELL OFF.

Brief of Accident (Continued)

File No. - 2351

6/13/86

SLIDELL, TX

A/C Reg. No. 2782A

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM, FUEL SHUTOFF - FAILURE, TOTAL
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
-

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
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

File No. - 2346 6/27/86 TEMPLE, TX A/C Reg. No. N8245G Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries				
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
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 - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TEMPLE, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF THE PILOT EXPERIENCED A LOSS OF POWER AND ATTEMPTED TO RETURN TO THE PRIVATE AIRPORT FROM WHICH HE HAD DEPARTED. UNABLE TO REACH THE RUNWAY THE AIRCRAFT LANDED IN ROUGH TERRAIN COLLIDING WITH A MOUND OF DIRT. BOTH MAIN LANDING GEARS SEPARATED FROM THE FUSELAGE CAUSING THE AIRCRAFT TO NOSEOVER INVERTED. A LOCAL MECHANIC RELATED THAT THE ENGINE WAS MECHANICALLY INTACT AND ROTATED FREELY AND WAS ADEQUATELY SERVICED WITH OIL. HE FURTHER STATED THAT, ALTHOUGH FUELED FROM AN UNFILTERED TRUCK, AND UNKNOWN BUT SUFFICIENT QUANTITY OF FUEL WAS ONBOARD AT THE TIME OF THE POWER LOSS. THE CAUSE OF THE LOSS OF POWER WAS UNDETERMINED. PLTS FLT TIME WAS NOT REPORTED/UNAVAILABLE.

Brief of Accident (Continued)

File No. - 2346

6/27/86

TEMPLE, TX

A/C Reg. No. N8245G

Time (Lcl) - 1700 CDT

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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR, MAIN GEAR - SEPARATION
4. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2347 6/27/86 TIVOLI, TX A/C Reg. No. N8905Q Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- AYRES S2R-600	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 8100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	OFF AIRPORT/STRIP
Method	- UNK/NR	
Completeness	- UNK/NR	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 160/013 KTS	- N/A
Visibility	- 10.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 4000 FT SCATTERED	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- N/A

-----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 - 3966	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 12	Make/Model - 3500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 33	Last 90 Days - 300
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JUNE 27, 1987 AT APPROXIMATELY 1700 CDT, AN AYRES S2R-600 IMPACTED THE TERRAIN APPROXIMATELY 5 MILES EAST OF TIVOLI, TX WHILE CONDUCTING AGRICULTURE SPRAYING OPERATIONS. THE RIGHT WING OF THE AIRCRAFT CONTACTED THE GROUND CAUSING THE AIRCRAFT TO CARTWHEEL AND COME TO REST INVERTED. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE, HOWEVER, THE COMMERCIAL PILOT ESCAPED INJURY. THERE WAS NO POST-CRASH FIRE.

Brief of Accident (Continued)

File No. - 2347

6/27/86

TIVOLI, TX

A/C Reg. No. N8905Q

Time (Lcl) - 1700 CST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. TERRAIN CONDITION - CROP
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2350 7/27/86 STANTON, TX A/C Reg. No. N4319G Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
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 -DESCENT						

-----Aircraft Information-----

Make/Model - MCCULLOCH J-2	Eng Make/Model - LYCOMING O-360-A2D	ELT Installed/Activated - NO -N/A
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 - 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	STANTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STANTON, TX	
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER , GYROPLANE	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-----

PILOT ATTEMPTED TAKE OFF FROM PASTURE. JUST AFTER LIFT OFF THE NOSE GEAR CAUGHT ON A SINGLE STRAND ELECTRIC FENCE AND BROUGHT AIRCRAFT TO A STOP WHERE IT ROLLED OVER. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2350

7/27/86

STANTON, TX

A/C Reg. No. N4319G

Time (Lc1) - 1930 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2349 8/02/86 GEORGETOWN, TX A/C Reg. No. N600CA Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- COLLINS CHARLES A KR-2	Eng Make/Model	- REVMaster 2100	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GEORGETOWN</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4100/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">GLIDER</p> <p>Instrument Rating(s) - AIRPLANE</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- UNK/NR</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model</td> <td>- UNK/NR</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- UNK/NR</td> <td>Last 90 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Multi-Eng</td> <td>- UNK/NR</td> <td>Rotorcraft</td> <td>- UNK/NR</td> </tr> </table>	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
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															

-----Narrative-----

ACFT WAS OBSERVED TO TAKEOFF, CIRCLE THE ARPT AND MAKE A LOW PASS DOWN THE DEPARTURE RWY. FOLLOWING THE LOW PASS THE ACFT ENTERED A STEEP RIGHT BANK, STALLED AND NOSED OVER INTO THE GROUND. DURING THE INVESTIGATION, NO EVIDENCE OF MECH FAILURE OR MALFUNCTION WAS FOUND. PLT FLT TIME WAS NOT AVAILABLE/NOT REPORTED.

Brief of Accident (Continued)

File No. - 2349

8/02/86

GEORGETOWN, TX

A/C Reg. No. N600CA

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. PULL-UP - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2348 8/06/86 UVALDE, TX A/C Reg. No. N25SG Time (Lc1) - 1345 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ROLLADEN-SCHNEIDER LS-6	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1040	Engine Type - UNK/NR		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VALDE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VALDE, TX	UVALDE
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5250/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, FOREIGN	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	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-----

PILOT OF A ROLLADEN-SCHNEIDER LS-6 GLIDER, N25SG, IMPACTED TERRAIN SHORT OF RUNWAY AT UVALDE, TX AIRPORT. PILOT HELD U.S.-FOREIGN PRIVATE PILOT CERTIFICATION BASED ON GERMAN CERTIFICATION AND WAS REPRESENTING THE AIRCRAFT MANUFACTURER DURING GLIDER COMPETITION. THE PILOT ELECTED TO RETURN AND LAND FOR A PARACHUTE ADJUSTMENT. THE LANDING WAS DELAYED BY A DEPARTING AIRCRAFT. GLIDER WAS SUBSTANTIALLY DAMAGED. HOWEVER, THE PILOT ESCAPED INJURY. PLTS FLT TIME WAS NOT AVAILABLE/NOT REPORTED.

Brief of Accident (Continued)

File No. - 2348

8/06/86

UVALDE, TX

A/C Reg. No. N25SG

Time (Lcl) - 1345 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. DESCENT - MISJUDGED - PILOT IN COMMAND
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2352 12/06/86 PETERSBURG, TX A/C Reg. No. N4475F Time (Lcl) - 1826 CST

-----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 - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-CIC
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 170/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
DENVER, CO
Destination
LUBBOCK, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LUBBOCK INTERNATIONAL
Runway Ident - 17R
Runway Lth/Wid - 11500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 850	Last 24 Hrs	- 5
Make/Model	- 401	Last 30 Days	- 24
Instrument	- 39	Last 90 Days	- 38

Instrument Rating(s) - NONE

-----Narrative-----

ACFT IMPACTED IN A 95 DEG NOSE DOWN ATTITUDE FOLLOWING A LOSS OF CONTROL IN IMC CONDITIONS WHILE THE NON-INSTRUMENT RATED PVT PLT WAS BEING VECTORED TO THE FINAL APP CRS. PLT HAD FILED IFR AND HAD EXPERIENCED DIFFICULTIES THRU OUT THE FLT. AS HE WAS GIVEN VECTORS FOR SEQUENCING HIS FLYING BECAME ERRATIC AND HE COMPLAINED OF PITOT ICE AND INSTRUMENT PROBLEMS. ICING LVL WAS WELL ABOVE HIS ALT AND POST-ACCIDENT INVESTIGATION REVEALED THAT ALL INSTRUMENTS WERE WORKING NORMALLY. HIS DESCRIPTION OF THE PROBLEMS WAS INCONSISTENT WITH THE WAY THE 2 SEPARATE INSTRUMENT SYSTEMS OPERATE. THE PLT HAD RECENTLY FAILED HIS INSTRUMENT WRITTEN AND HAD A TOTAL OF 39 HRS SIMULATED INSTRUMENT TIME. EVIDENCE ALSO REVEALED HE WAS OPERATING THE ACFT WITH AN INOP ADF AND DEFICIENT VHF NAV RADIOS.

Brief of Accident (Continued)

File No. - 2352

12/06/86

PETERSBURG, TX

A/C Reg. No. N4475F

Time (Lcl) - 1826 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER INITIAL TRAINING - 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

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7,8,9

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. - 2289 5/07/86 PRICE,UT A/C Reg. No. N200PR Time (Lc1) - 1106 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation -BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 2	0	0	0
Accident Occurred During -DESCENT		Pass 4	0	0	0

-----Aircraft Information-----

Make/Model - GULFSTREAM 690D	Eng Make/Model - AIRESEARCH TPE-331-5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10775	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 748 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLORADO SPRING,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PRICE,UT	Runway Ident - N/A
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6578
SE LAND,ME LAND	Months Since - 4	Make/Model- 421
	Aircraft Type - CE-550	Instrument- 627
		Multi-Eng - 5210
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1042 MDT, THE FLT RPRTD MOD TURBC AT FL 240, BUT ELECTED TO REMAIN AT THAT ALT. AT 1055, THEY WERE CLRD TO DSCND AT PLT'S DESCRETION TO MAINT 12,000'. APRX 8 MIN LATER, SHORTLY AFTER BGNG A DSCNT, THE FLT WAS INSTRUCTED TO CHG FREQ; BUT 21 SECS LATER, THEY REPLIED "STANDBY PLEASE," THEN RADIO & RADAR CONTACT WERE LOST. WRECKAGE WAS FND APRX 26 MI EAST OF THE DESTN ARPT IN MTNS. AN EXAM REVEALED THE EMPENNAGE HAD SEPD IN FLT; PIECES OF IT WERE FND UP TO 1 MI AWAY WITH INDCN OF OVERLOAD FAILURE. THERE WAS EVIDENCE THAT: ENGS WERE NOT OPERATING AT GND IMPACT, IGNITION SWS WERE ENGAGED; L ENG START SW WAS IN THE "AIR" START PSN & R SW WAS BEYOND THE "GROUND" START PSN; R PROP WAS FEATHERED; PAX OXYGEN MASKS WERE DEPLOYED, INDICATING CABIN HAD DEPRESSURIZED ABV 15,000'. WX INFO INDCD CLD BASES AT 10,000' WITH IMC & TURBC TO 25,000', MIXED ICG FM 20,000' TO 25,000', LGT RAIN/SNW SHWS, WIDELY SCAT TSTMS; APRX 15 MI SOUTH, 4" TO 5" OF HAIL FELL AT APRX THAT TIME. TPE 331 ENGS HAD HISTORY OF FLAMEOUTS DUE TO ICE INJECTION CAUSED BY IMP USE OF ANTI-ICE/IGNITION.

Brief of Accident (Continued)

File No. - 2289

5/07/86

PRICE,UT

A/C Reg. No. N200PR

Time (Lc1) - 1106 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - TURBULENCE IN CLOUDS
4. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
7. ANTI-ICE/DE-ICE SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
8. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
9. FUSELAGE, CABIN - DECOMPRESSION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
12. REMEDIAL ACTION - ATTEMPTED -

Occurrence #4 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
14. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
15. VERTICAL STABILIZER ATTACHMENT - OVERLOAD
16. STABILIZER - SEPARATION

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

17. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,10,11,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2398 11/25/86 ST. GEORGE, UT A/C Reg. No. N19224 Time (Lcl) - 1730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ST. GEORGE, UT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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)	
STUDENT	Current - N/A	Total - 16	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 15	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH AND GO LANDING, THE ACFT'S LEFT LANDING GEAR TANGLED IN LOOSE WIRE. THE ACFT SWERVED TO THE THE LEFT, STRUCK A USED TIRE BARRIER THEN NOSED OVER. THE LANDING WAS MADE ON A CLOSED RWY.

Brief of Accident (Continued)

File No. - 2398

11/25/86

ST. GEORGE,UT

A/C Reg. No. N19224

Time (Lc1) - 1730 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,MAIN GEAR - FOREIGN OBJECT DAMAGE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UNAPPROVED
5. TERRAIN CONDITION - LOOSE OBJECTS
6. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
7. OBJECT - WIRE,STATIC

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,7.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2366 12/29/86 CENTRAL, UT A/C Reg. No. N5153K Time (Lcl) - 1645 MST

-----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 -LANDING			0	2	1	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 - 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	OFF AIRPORT/STRIP
Method - N/A	ST. GEORGE, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6100
SE LAND, ME LAND	Months Since - 8	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- 1014
		Multi-Eng - 5300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND 3 PASSENGERS WERE ON A LOCAL SIGHTSEEING FLT OVER THE PINE VALLEY MOUNTAIN RANGE. THE PLT STATED THAT HE MADE THREE 360 DEG TURNS TO GAIN ALT FROM 7500 FT TO 9500 FT. HE ALSO STATED THAT UPON LEVELING AT 9500 FT THE ENG BEGAN TO LOSE PWR. ATTEMPTS TO RESTORE PWR BY LEANING THE MIXTURE AND APPLYING CARB HEAT WERE UNSUCCESSFUL. THE PLT EXECUTED A FORCED LANDING IN A WILDERNESS AREA. POST CRASH EXAM OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE THAT WOULD HAVE PREVENTED NORMAL ENG OPERATION.

Brief of Accident (Continued)

File No. - 2366

12/29/86

CENTRAL,UT

A/C Reg. No. N5153K

Time (Lcl) - 1645 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 6. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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. - 2292 3/01/86 MANASSAS, VA A/C Reg. No. N9962H Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries			
	DESTROYED		Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 182R	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 - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHESTERFIELD, VA	MANASSAS MUNICIPAL
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 228
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 145
		Instrument- 13
		Last 30 Days- 8
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED BLACK SMOKE TRAILING FROM THE AIRCRAFT SHORTLY AFTER LIFTOFF AND CONTINUE UNTIL GROUND IMPACT. THE PILOT INDICATED THAT HE FIRST NOTICED AN ENGINE ROUGHNESS ABOUT 100-200 FEET IN THE AIR AND THOUGHT IT WAS SIMILAR TO AN ENGINE THAT WAS RUNNING TO RICH. HE ELECTED NOT TO TRY AND ABORT THE TAKEOFF BUT TO TRY AND PERFORM A NORMAL TRAFFIC PATTERN AND COME AROUND AND LAND AGAIN. POWER CONTINUED TO DECREASE WITH THE RESULT BEING THAT HE WAS FORCED TO ATTEMPT TO LAND THE AIRCRAFT IN A NEARBY FIELD, COLLIDING WITH THE ONLY HOUSE LOCATED IN THE CENTER OF THE FIELD. EXAMINATION OF THE AIRCRAFT AND THE ENGINE DID NOT DETERMINE THE CAUSE OF THE REPORTED LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2292

3/01/86

MANASSAS, VA

A/C Reg. No. N9962H

Time (Lc1) - 1250 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. OBJECT - TREE(S)
3. OBJECT - RESIDENCE

-----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. - 2389 7/11/86 CLIFTON, VA A/C Reg. No. N704VE Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">GREENBRIER, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">GREENBRIER</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 56</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 - C-150-M</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1267</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 326</td> <td>Last 30 Days- 7</td> </tr> <tr> <td>Instrument- 191</td> <td>Last 90 Days- 17</td> </tr> <tr> <td>Multi-Eng - 175</td> <td></td> </tr> </table>	Total - 1267	Last 24 Hrs - 0	Make/Model- 326	Last 30 Days- 7	Instrument- 191	Last 90 Days- 17	Multi-Eng - 175	
Total - 1267	Last 24 Hrs - 0									
Make/Model- 326	Last 30 Days- 7									
Instrument- 191	Last 90 Days- 17									
Multi-Eng - 175										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, HE AND HIS WIFE HAD DEPARTED MOUNT OLIVE, NC ON THE MORNING OF THE ACCIDENT ENROUTE TO ROMEO, MI. AFTER REFUELING AT DANVILLE, VA THEY DEPARTED BUT RAN INTO WEATHER NEAR BECKLY AND DIVERTED TO THE EAST. UNABLE TO LOCATE GREENBRIER AIRPORT AT WHITE SULPHUR SPRINGS, WV AND WITH THE WEATHER GETTING WORSE HE SUCCESSFULLY LANDED IN A WEED FIELD AT CLIFTON FORGE, VA. AFTER OFFLOADING HIS WIFE, THEIR LUGGAGE, AND ADDING 10 GALLONS OF FUEL TO THE AIRCRAFT HE ATTEMPTED TO TAKEOFF FROM THE WET 1800 FOOT FIELD AT ABOUT 1730 HOURS WITH THE DENSITY ALTITUDE ABOVE 3000 FEET. THE AIRCRAFT COLLIDED WITH WIRES AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2389

7/11/86

CLIFTON,VA

A/C Reg. No. N704VE

Time (Lcl) - 1730 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2204 8/12/86 SPRINGFIELD,VT A/C Reg. No. N6455G Time (Lcl) - 1000 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 - TAKEOFF

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 5000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPRINGFIELD,VT
Destination
JAMAICA,VT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HARTNESS STATE
Runway Ident - 23
Runway Lth/Wid - 5500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - 55
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	308	Last 24 Hrs - UNK/NR
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	14

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING TAKEOFF RUN. THE ACFT TRAVELED OFF THE SIDE OF THE RWY INTO TALL GRASS AND NOSED OVER. THE PLT STATED THAT HE MAY HAVE PRESSED THE BRAKE PEDAL INADVERTENTLY INSTEAD OF THE RUDDER.

Brief of Accident (Continued)

File No. - 2204

8/12/86

SPRINGFIELD,VT

A/C Reg. No. N6455G

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. BRAKES(NORMAL) - INADVERTENT - PILOT IN COMMAND
 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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2205 10/29/86 BRATTLEBORO, VT A/C Reg. No. N52EG Time (Lcl) - 0410 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -MANEUVERING	Crew	0	0	0	0
	Pass				

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON C-20B	ELT Installed/Activated - YES/NO
Landing Gear - HIGH 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	BRATTLEBORO, VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BOSTON, MA	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/001 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 350 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - YES	Total - 850
SE LAND	Months Since - 12	Make/Model- 350
HELICOPTER	Aircraft Type - BELL	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 15
		Last 90 Days- 50
		Rotorcraft - 817

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED INTO A WOODED RIDGE APRX 2 NM FROM IT'S LIFTOFF LOCATION. PERSONS WHO RESIDE UNDER THE FLT PATH WERE AWAKENED BY THE ACFT AS IT WAS DESCENDING INTO IMC AT WHAT SOUNDED LIKE FULL POWER. THE PLT'S HELIPORT WAS AT AN ELEVATION OF 950 FT AND WAS IN VFR CONDITIONS ABOVE THE FOG. THE CRASH SITE WAS AT 350 FT IN DENSE FOG.

Brief of Accident (Continued)

File No. - 2205

10/29/86

BRATTLEBORO,VT

A/C Reg. No. N52EG

Time (Lc1) - 0410 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - FOG
 2. VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. TERRAIN CONDITION - TREE(S)
 4. VFR PROCEDURES - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2216 11/26/86 KENNEWICK, WA A/C Reg. No. N2349U Time (Lcl) - 0530 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	1	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model	- CESSNA 172D	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 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- 230/015 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 18000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">KENNEWICK, WA</p> <p>Destination</p> <p style="padding-left: 20px;">TWIN FALLS, ID</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">VISTA FIELD</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 3000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 185</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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-----Narrative-----

THE PRIVATE PILOT WAS SEATED IN THE RIGHT FRONT SEAT WITH THE STUDENT PILOT IN THE LEFT FRONT SEAT. THE PVT PILOT ALLOWED THE STUDENT PILOT TO TAKEOFF. THE STUDENT OVER ROTATED AND THE STALL WARNING WAS SOUNDING. THE PVT PILOT TOOK COMMAND OF THE AIRCRAFT BUT AT 60 FEET AGL WAS TOO LOW TO RECOVER. THE PILOT ATTEMPTED TO FLARE THE AIRCRAFT PRIOR TO STRIKING THE GROUND. THE AIRCRAFT MUSHED INTO THE GROUND NOSE FIRST WITH THE RIGHT WING LOW.

Brief of Accident (Continued)

File No. - 2216

11/26/86

KENNEWICK,WA

A/C Reg. No. N2349U

Time (Lcl) - 0530 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. REMEDIAL ACTION - EXCESSIVE - UNQUALIFIED PERSON
 2. STALL - INADVERTENT - UNQUALIFIED PERSON
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 4. SUPERVISION - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2255 3/29/86 PORTAGE, WI A/C Reg. No. N29849 Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 177	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	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/016 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point UNK/NR</p> <p>Destination UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 71
SE LAND	Months Since - 13	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL WITNESSES STATED THAT UPON CLIMBOUT FOLLOWING A LOW PASS, SMOKE CAME OUT OF THE ENGINE AND THE ENGINE SPUTTERED. THE AIRCRAFT WAS THEN SEEN IN A STEEP TURN. DURING THIS TURN THE WINGS REACHED A VERTICAL POSITION AND THE AIRCRAFT DESCENDED TO THE SURFACE OF A FROZEN LAKE. IT SUBSEQUENTLY SANK BELOW THE ICE. THE LAST TURN OCCURRED AT APPROXIMATELY 250 FEET AGL. THE CAUSE OF THE REPORTED LOSS OF POWER COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2255

3/29/86

PORTAGE, WI

A/C Reg. No. N29849

Time (Lcl) - 1615 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
2. STALL - INADVERTENT - PILOT IN COMMAND
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2253 7/29/86 STURDEVANT,WI A/C Reg. No. N54314 Time (Lcl) - 2000 CDT

-----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 -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - WHEELER GOLD WING	Eng Make/Model - CUYUNA 9600	ELT Installed/Activated - NO.-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 480	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STURTEVANT,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SYLVANIA
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 08L
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - YES	Total - 778
SE LAND,ME LAND	Months Since - 10	Make/Model- 6
	Aircraft Type - C-150	Instrument- 73
		Multi-Eng - 20
		Last 24 Hrs - 0
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS AIRCRAFT FORCE LANDED SHORTLY AFTER TAKEOFF AND WAS SUBSTANTIALLY DAMAGED WHEN THE WING STRUCK THE SHOULDER OF A DITCH DURING THE LANDING. AN EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE FUEL PUMP WAS IMPROPERLY INSTALLED (NOT IN ACCORDANCE TO THE MANUFACTURERS INSTRUCTIONS). ACCORDING TO THE MANUFACTURER, THE FUEL PUMP AS INSTALLED ON THIS HOMEBUILT WOULD QUIT OPERATING BECAUSE THE PUMP WAS MOUNTED BELOW THE IMPULSE NIPPLE OF THE ENGINE. ALSO, THE PRIMER SYSTEM FOR THIS ENGINE ALLOWED AIR TO LEAK INTO A FUEL LINE SUPPLYING FUEL TO THE ENGINE.

Brief of Accident (Continued)

File No. - 2253

7/29/86

STURDEVANT,WI

A/C Reg. No. N54314

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,PUMP - ERRATIC
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,PRIMER SYSTEM - LEAK
4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2269 11/28/86 WATERTOWN, WI A/C Reg. No. N3691H Time (Lcl) - 1735 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TS10-360-GB1	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 - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OSHKOSH, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ROCKFORD, IL	
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 500
SE LAND,ME LAND	Months Since - 4	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 66
		Multi-Eng - 97
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 122

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING AN ENGINE POWER LOSS DUE TO FATIGUE OF THE #1 CYLINDER, THE PLT FORCE LANDED THE ACFT ON A HIGHWAY. THE HIGHWAY WAS THE ONLY AVAILABLE LANDING AREA, ACCORDING TO THE PLT. ON LANDING ROLLOUT, THE PLT WAS FORCED TO SWERVE THE ACFT OFF THE PAVED SURFACE TO AVOID ON COMING VEHICULAR TRAFFIC. THE ACFT STRUCK TWO TRAFFIC SIGNS AND SUBSEQUENTLY WENT INTO A DITCH ALONG THE SIDE OF THE ROAD. ALTHOUGH THE SYLINDER APPEARED TO HAVE BEEN PROPERLY MANUFACTURED, ACCORDING TO TELEDYNE CONTINENTAL METALLURGICAL DATA THE ISOLATED LOCATION OF THE FATIGUE POINTS AND THE ABSENCE OF OTHER POSSIBLE CAUSES OF THE CYLINDER FAILURE INDICATE THAT A MANUFACTURING DEFECT EXISTED.

Brief of Accident (Continued)

File No. - 2269

11/28/86

WATERTOWN,WI

A/C Reg. No. N3691H

Time (Lc1) - 1735 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FATIGUE
2. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - VEHICLE
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2288 12/26/86 MADISON, WI A/C Reg. No. N4325E Time (Lcl) - 1020 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	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 - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DANE CO. REG-TRAUX FIELD
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5846/ 150
Lowest Sky/Clouds - 3400 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3400 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-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 - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH & GO LANDINGS, THE STUDENT PLT REPORTS, THE ACFT "SUDDENLY DROPPED" RESULTING IN A HARD LANDING. THE ACFT THEN PORPOISED SEPARATING THE NOSE GEAR AND SKIDDING TO A STOP OFF THE RWY.

Brief of Accident (Continued)

File No. - 2288

12/26/86

MADISON,WI

A/C Reg. No. N4325E

Time (Lcl) - 1020 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,NOSE GEAR - SEPARATION
-

----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. - 2266 12/27/86 HARRISON TWP., WI A/C Reg. No. N37926 Time (Lcl) - 1050 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	1
					0

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-85-F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	APPLETON, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 3610
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 36
HELICOPTER	Aircraft Type - C-172	Instrument- 638
		Multi-Eng - 1690
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT THE PLT ATTEMPTED TO ADD POWER AND CARB HEAT WITH NO IMMEDIATE RESPONSE IN ENG POWER. THE PLT THEN TRIED TO MAKE AN EMERGENCY LANDING IN A FIELD BUT DID NOT HAVE SUFFICIENT ALTITUDE AND AIRSPEED. THE ACFT COLLIDED WITH TREES. THE PLT REPORTED CARBURETOR ICE AS THE CAUSE OF THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 2266

12/27/86

HARRISON TWP., WI

A/C Reg. No. N37926

Time (Lcl) - 1050 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
 4. PROPER GLIDEPATH - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2287 12/30/86 MOSINEE, WI A/C Reg. No. N3220L Time (Lcl) - 1510 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	Crew	0	0	0	2
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172H	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/005 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT</p> <p>Lowest Ceiling - 2500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>CENTRAL WISCONSIN AIRPORT</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 7645/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 313
SE LAND	Months Since - 4	Make/Model- 126
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 14
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT WHILE IN THE LANDING CONFIGURATION, OVER THE APCH END OF THE RWY, THE STUDENT EXCESSIVELY FLARED THE ACFT AND IT STALLED WITH THE RIGHT WING CONTACTING THE RWY. ACCORDING TO THE CFI, POWER WAS ADDED BUT IT WAS TOO LATE TO "SAVE THE LANDING."

Brief of Accident (Continued)

File No. - 2287

12/30/86

MOSINEE,WI

A/C Reg. No. N3220L

Time (Lcl) - 1510 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - DUAL STUDENT
 2. FLARE - EXCESSIVE - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RUNWAY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2314 9/01/86 WHT SULPHUR SPR,WV A/C Reg. No. N4782F Time (Lcl) - 2115 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Injuries			
Type of Operation -POSITIONING	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA P206-B	Eng Make/Model - CONTINENTAL IO-520-KCA	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 - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DAYTON,OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	WHITE SULPHUR SPRINGS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10719
SE LAND,ME LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - PA-23	Instrument- 465
		Multi-Eng - 2104
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 44
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING THE REVENUE PRODUCING PORTION OF THIS TRIP THE COMPANY PRESIDENT CALLED HIS COMPANY OPERATIONS AND TOLD HIS SECRETARY TO SEND EVERYONE HOME SINCE IT WAS A HOLIDAY. HE WAS GOING TO RETURN THE ACFT TO ITS HOME BASE HIMSELF. THE PLT DEPARTED VFR, AIR FILED AND FLEW AN IFR FLT PLAN TO THE FINAL APCH FIX TO THE CLOSEST ARPT WITH AN INSTRUMENT APCH, CANCELLED THE IFR FLT PLAN AND HEADED TOWARD THE HOME ARPT VFR. FOG AND LOW CEILINGS WERE IN THE AREA AT THE TIME. THE ARPT WAS EQUIPPED WITH RWY LIGHTS BUT DID NOT HAVE STROBES ON EITHER END, IT WAS LOCATED IN A VALLEY. AN ACFT WAS OBSERVED EAST OF THE APT LATER IN THE NIGHT. IT HAD ALREADY PASSED THE ARPT AND WAS IN A TURN WHEN LAST OBSERVED. AN ALNOT WAS ISSUED DURING THE NIGHT FOR THE MISSING ACFT. IT WAS DISCOVERED THE NEXT DAY ABOUT ONE-HALF MILE WEST AND NORTH OF THE ARPT, ON THE SOUTH-WEST SIDE OF A MOUNTAIN.

Brief of Accident (Continued)

File No. - 2314

9/01/86

WHT SULPHUR SPR,WV

A/C Reg. No. N4782F

Time (Lcl) - 2115 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
9. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

10. OBJECT - TREE(S)
11. MANEUVER - CONTINUED - PILOT IN COMMAND
12. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
13. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

14. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8,9,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2248 11/19/86 BECKLEY, WV A/C Reg. No. N42P Time (Lcl) - 1740 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EXECUTIVE AIR TERMINAL	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						1

-----Aircraft Information-----

Make/Model	- BEECH BE-55	Eng Make/Model	- CONTINENTAL IO-470-L	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 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	CHARLESTON, WV		RALEIGH CO. MEM.	
Wind Dir/Speed	- 140/006 KTS	ATC/Airspace		Runway Ident	- 01
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6750/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 5775	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 4	Make/Model - 600	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - 2210	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT BEFORE TAKEOFF HE DID NOT SEE ANYTHING ON THE RWY. THE LANDING AND TAXI LIGHTS ON THE ACFT WERE ON FOR THE TAKEOFF. DURING THE TAKEOFF ROLL WHEN THE ACFT WAS ALMOST AT TAKEOFF SPEED THE PLT HEARD A LOUD BANG FOLLOWED BY THE ACFT YAWING TO THE RIGHT. THE TAKEOFF WAS ABORTED AND AFTERWARDS THE PLT SAW THAT THE RIGHT WING WAS DAMAGED. HE WAS UNAWARE AS TO WHAT HE HAD HIT UNTIL LATER WHEN HE SAW A DEER LYING ON THE RWY.

Brief of Accident (Continued)

File No. - 2248

11/19/86

BECKLEY,WV

A/C Reg. No. N42P

Time (Lc1) - 1740 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
2. OBJECT - ANIMAL(S)
3. LIGHT CONDITION - DUSK

----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. - 2392 8/28/86 LANDER, WY

A/C Reg. No. N2727A

Time (Lcl) - 2313 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier	-DENVER AIR CENTER	DESTROYED		Fatal	Serious
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	1	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	6	0
Accident Occurred During	-TAKEOFF				Minor
					None

-----Aircraft Information-----

Make/Model	- CESSNA 441	Eng Make/Model	- AIRESEARCH TPE 331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9850	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 636 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	RIVERTON, WY		HUNT	
Wind Dir/Speed	- VARIABLE	ATC/Airspace		Runway Ident	- 21
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5100/ 75
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 18500	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 0	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - C-182RG	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 5/1/86, THE PLT HAD AN ACOUSTIC TUMOR REMOVED FM HIS RGT EAR WHICH INCLUDED THE REMOVAL OF THE 8TH NERVE (BALANCE NERVE). HIS ATTENDING PHYSICIAN SUGGESTED APRX A 1 YR PERIOD OF RECUPERATION DUE TO EQUILIBRIUM PROBLEMS ASSOCIATED WITH THIS TYPE OF SURGERY. ON 7/12/86, HE HAD A 1ST CLASS MEDICAL EXAM & RECEIVED A MEDICAL CERTIFICATE WHICH WAS VALID FOR FLT TEST ONLY. ON 8/28/86, WHILE TAKING OFF AT NGT, THE ACFT COLLIDED WITH RISING TERRAIN APRX 1.5 MI FM THE END OF THE RWY AT AN ELEV OF ABOUT 5600'. THE ARPT ELEV WAS 5586'. A WITNESS STATED THAT HE SAW THE ACFT TAKEOFF, BUT IT DID NOT CLIMB AFTER TAKEOFF. AN INVESTIGATION REVEALED THAT THE ACNT OCCURRED IN AN AREA THAT WAS ISOLATED FM GND LGTS. A POST CRASH EXAM REVEALED NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT STRUCTURE, FLT CONTROLS, ENG OR PROPELLERS. ACCORDING TO THE PLT'S LOG BOOK, HIS LAST NGT FLT WAS ON 3/22/85. HE HAD BEEN ON DUTY FOR APRX 14 HRS WHEN THE ACNT OCCURRED.

Brief of Accident (Continued)

File No. - 2392

8/28/86

LANDER,WY

A/C Reg. No. N2727A

Time (Lcl) - 2313 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. IMPROPER DECISION,PHYSICAL IMPAIRMENT - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7,11

Factor(s) relating to this accident is/are finding(s) 2,3,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2224 10/22/86 BUFFALO, WY

A/C Reg. No. N74739

Time (Lcl) - 2100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	1	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GILLETTE, WY
Destination
BILLINGS, MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3090	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-----

AT APRX 1720 MDT, TOWER PSNL AT THE DEP ARPT RECEIVED A PHONE CALL FROM THE PLT. HE SAID HE WISHED TO DEPART WITH AN INOP 2-WAY RADIO. HE WAS ADVISED THAT IMC PREVAILED & THAT A RADIO WOULD BE REQUIRED TO DEPART WITH AN IFR OR SPECIAL VFR CLNC. AT 1907 (AFTER OBTAINING A PORTABLE 2-WAY RADIO) THE NON-INSTRUMENT RATED PLT REQUESTED & RECEIVED CLNC FOR A SPECIAL VFR DEPARTURE. HE TOOK OFF WITH A PAX ABOARD, & AT 1917, RPRTD CLEAR OF THE CONTROL ZONE. SUBSEQUENTLY, THE ACFT CRASHED IN MTNS AT AN ELEV OF ABOUT 9500'. INITIAL IMPACT WAS WITH TREES ON RISING TERRAIN AS THE ACFT WAS IN WINGS LVL FLT. THE SURVIVING PAX RPRTD ICE ON THE WINGS & SAID THE ENG WAS RUNNING ROUGH. ALSO, HE SAID THEY WERE FLYING IN SNOW, & WHEN THE PLT PULLED THE CARB HEAT CTL, IT CAME OUT IN HIS HAND; THE CABLE WAS FND BROKEN NR THE BUTTERFLY VLV & ICE & SNOW WERE FND IN THE CARB AIR INTAKE OPENING. CHECKS OF THE PLT'S BLOOD & URINE SHOWED ALCOHOL LVLS OF 0.031% & 0.034%, RESPECTIVELY. COCAINE, METHYL ECGONINE & METHAMPHETAMINE WERE DETECTED IN HIS URINE, BUT NONE FND IN HIS BLOOD.

Brief of Accident (Continued)

File No. - 2224

10/22/86

BUFFALO,WY

A/C Reg. No. N74739

Time (Lc1) - 2100 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. COMM/NAV EQUIPMENT - INOPERATIVE
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
9. WEATHER CONDITION - LOW CEILING
10. WEATHER CONDITION - FOG
11. WEATHER CONDITION - CLOUDS
12. WEATHER CONDITION - SNOW
13. WEATHER CONDITION - ICING CONDITIONS
14. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

15. WING - ICE
16. FUEL SYSTEM,RAM AIR - BLOCKED(PARTIAL)
17. CARBURETOR HEAT - ATTEMPTED - PILOT IN COMMAND
18. CARBURETOR HEAT CONTROL,CABLE - FAILURE,TOTAL
19. CARBURETOR HEAT - NOT POSSIBLE -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

20. TERRAIN CONDITION - MOUNTAINOUS/HILLY
21. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,16,18

Factor(s) relating to this accident is/are finding(s) 3,4,6,7,8,9,10,11,12,13,14,15,20,21

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2381 11/06/86 CHEYENNE,WY A/C Reg. No. N8216V Time (Lcl) - 1842 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	1	0	0
Flight Conducted Under	-14 CFR 91	0	0	0	2
Accident Occurred During	-LANDING				

Fire Crew Fatal Serious Minor None
NONE Pass 0 0 0 2

-----Aircraft Information-----

Make/Model - PIPER PA-32-301T
Landing Gear - TRICYCLE-FIXED
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 090/018 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ST. GEORGE,UT
Destination
SCOTTSBLUFF,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE
STRAIGHT-IN
GO AROUND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHEYENNE
Runway Ident - 26
Runway Lth/Wid - 9200/ 150
Runway Surface - SNOW
Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 597 Last 24 Hrs - UNK/NR
Make/Model- 43 Last 30 Days- 55
Instrument- 176 Last 90 Days- 152
Multi-Eng - 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS TWO PAX WERE ON A VFR X-COUNTRY TO SCOTTSBLUFF, NE, WHEN IMC WAS ENCOUNTERED NEAR GRAND JUNCTION, CO. THE PLT THEN CALLED ATC AND OBTAINED AN IFR CLEARANCE. THE PLT ELECTED TO LAND AT CHEYENNE, WY. WX WAS REPORTED TO BE 500 OVERCAST, 1/4 MI VISIBILITY, 1 MI TOWER VISIBILITY, LIGHT RAIN, LIGHT SNOW, FOG. DURING LETDOWN TO THE IAF THE ACFT ACCUMULATED HEAVY ICE AND THE PLT REQUESTED VECTORS TO THE FAF. A/C DENIED REQUEST BECAUSE RADAR WAS NOT AVAILABLE AT CHEYENNE. WITH FULL PWR ACFT DESCENDED BELOW THE GLIDESLOPE. THE PLT SAID THE ACFT SUDDENLY BEGAN TO CLIMB AND HE EXECUTED A MISSED APCH. THE ACFT THEN BEGAN TO STALL AND LOSE ALT. THE PLT MADE AN EMERG OFF-ARPT FORCED LANDING.

Brief of Accident (Continued)

File No. - 2381

11/06/86

CHEYENNE, WY

A/C Reg. No. N8216V

Time (Lcl) - 1842 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. LIGHT CONDITION - DARK NIGHT
6. ATC CLEARANCE - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

7. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
10. TERRAIN CONDITION - RISING
11. TERRAIN CONDITION - SNOW COVERED
12. TERRAIN CONDITION - OPEN FIELD
13. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,9

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