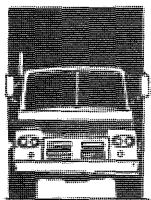
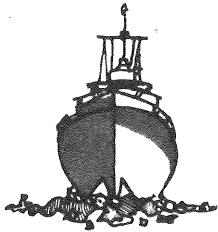
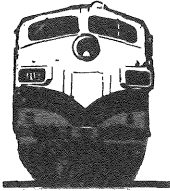
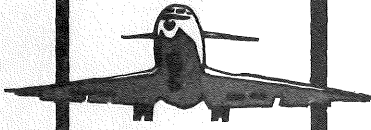


PB88-916903



# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

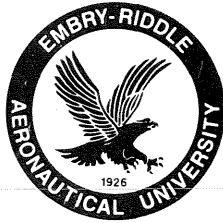
## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 13 OF 1986 ACCIDENTS**

NTSB/AAB-88/03



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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  File Numbers: 2401 through 2600					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWORD

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

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

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

Flying by individuals in 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 13

CALENDAR YEAR 1986

## File Order Listing - Issue No. 13, 1986

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2401	7313Q	050886	OTSELIC, NY	CESSNA	182P	MINOR	278
2402	3235V	042886	WOODSTOCK, CT	CESSNA	150	NONE	86
2403	2354	040586	PITTSBURGH, PA	AEROSPATIALE	SA316B	NONE	328
2404	80021	032386	DANBURY, CT	PIPER	PA-28-161	NONE	84
2405	49107	032986	PITTSFIELD, MA	CESSNA	152	NONE	150
2406	41AR	041486	DOYLESTOWN, PA	PIPER	PA-32-300	MINOR	330
2407	4559X	041586	WESTHAMPTON BCH, NY	PIPER	PA-28R-200	NONE	274
2408	5412W	051786	CHINO, CA	PIPER	PA-28-160	FATAL	32
2409	XAJED	083186	CERRITOS, CA	MCDONNELL-DO	DC-9-32	FATAL	58
2409	4891F	083186	CERRITOS, CA	PIPER	PA-28-181	FATAL	60
2410	12AP	052986	BERLIN, MD	BELLANCA	7KCAB	NONE	170
2411	6009G	032286	ATLANTA, TX	CESSNA	188	NONE	372
2412	81348	012786	LAKEWAY, TX	FAIRCHILD	24R-46A	NONE	370
2413	750RS	052486	CALUMET, OK	CESSNA	210M	FATAL	322
2414	1042C	062986	LEHIGHTON, PA	HILLER	12C	NONE	338
2415	9538B	040786	ST PAUL, MN	CESSNA	172-RG II	MINOR	206
2416	29906	060786	HANALEI, HI	BELL	206B	SERIOUS	102
2417	5748Y	012586	SABINE PASS, TX	BELL	206L-1	SERIOUS	368
2418	4571Q	082786	ATLANTIC CITY, NJ	PIPER	PA-28-140	FATAL	264
2419	5094K	101986	PORT MATILDA, PA	CESSNA	172N	MINOR	350
2420	41464	082386	PASADENA, MD	BELLANCA	CITABRIA	NONE	174
2421	6848W	052486	PITTSFIELD, MA	PIPER	PA-28-140	SERIOUS	152
2422	1909G	042286	BUFFALO, NY	CESSNA	C-310R	NONE	276
2423	221SC	040586	SAFE HARBOR, PA	SIKORSKY	S-76	NONE	326
2424	55386	021186	ONTARIO, CA	CESSNA	172P	NONE	20



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2425	660DD	042586	CHICAGO, IL	BELL	222B	MINOR	112
2426	2192S	111786	BUFORD, GA	CESSNA	210L	FATAL	94
2427	2464D	120986	MADISON, GA	CESSNA	170B	FATAL	96
2428	4576R	101386	PELL CITY, AL	PIPER	PA-28-140	FATAL	2
2429	162P	062286	GOODLAND, KS	CHARLES S.HA	QUICKIE Q2	NONE	136
2430	7821U	122086	CROSSROADS, NM	CESSNA	172E	FATAL	270
2431	4388X	122986	RAWLINS, WY	PIPER	PA-28-140	FATAL	396
2432	184KC	080786	EMPORIA, KS	AERO COMMAND	500-B	NONE	140
2433	8386N	111286	LIVERMORE, CA	BEECH	D55	FATAL	76
2434	7692U	113086	COLBY, KS	CESSNA	177RG	FATAL	148
2435	4137Q	122386	SAVANNAH, GA	CESSNA	310N	SERIOUS	98
2436	4762	052686	MT. PLEASANT, PA	FLY BABY	1-A	NONE	334
2437	94577	050286	POTTSTOWN, NJ	CESSNA	152 II	NONE	256
2438	36638	022786	ROCHESTER, NY	BEECH	95-B55	NONE	272
2439	NONE	051886	MARS, PA	EIPPER	QUICKSILVE	SERIOUS	332
2440	55505	110886	CHILLICOTHE, MO	PIPER	PA-28-180	NONE	232
2441	9636W	040786	CHESAPEAKE, VA	PIPER	PA-28-140	FATAL	376
2442	52705	100986	GAHANNA, OH	MCDONNEL DOU	369E	SERIOUS	320
2443	627JC	060886	JULIAN, CA	CARNES	OSPREY 2	FATAL	36
2444	9253H	021786	CARLSBAD, CA	CESSNA	172M	FATAL	22
2445	4318V	010286	EL CAJON, CA	PIPER	PA-28-181	FATAL	16
2446	7672T	012686	STRATHMORE, CA	CESSNA	172A	FATAL	18
2447	6502C	031086	BLACKSBURG, VA	CESSNA	210N	NONE	374
2448	39200	092386	RIVERSIDE, OR	INAV	MONI	NONE	324
2449	4323N	110886	BREMERTON, WA	PIPER	PA-46-310-	NONE	388

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2450	210M	122786	BLOUNTVILLE, TN	BEECH	35-33	FATAL	366
2451	2674G	122186	CAMBRIDGE, NE	CHAMPION	7ECA	FATAL	246
2452	4326P	112286	SUMMERSVILLE, MO	PIPER	PA-28-181	FATAL	234
2453	34953	090686	SPRINGFIELD, VA	CESSNA	177B	FATAL	378
2454	76460	041986	REMINGTON, IN	CESSNA	140	NONE	132
2455	9496G	051986	MONTEVIDEO, MN	CESSNA	A188B	NONE	208
2456	99583	051786	WEBSTER, WI	CESSNA	172P	NONE	390
2457	6857E	071686	NORTON SHORES, MI	CESSNA	441	FATAL	194
2458	94545	060486	LENOX TOWNSHIP, PA	CESSNA	152	MINOR	336
2459	9094W	061686	WESTPORT, NY	PIPER	PA-28-235	SERIOUS	284
2460	82079	060486	CHAUMONT, NY	AERONCA	7AC	FATAL	282
2461	8511Z	051086	EAST FISHKILL, NY	ROBINSON	R-22A	FATAL	280
2462	1118Y	042186	BERMUDA DUNES, CA	CESSNA	150B	FATAL	26
2463	9307V	012786	LOOGOOTEE, IN	MOONEY	M20C	FATAL	130
2464	1068Y	062886	MOULTONBORO, NH	BELL	206B III	NONE	250
2465	3193T	020386	YOUNG, AZ	BELL	206B	FATAL	10
2466	5976T	112686	NEVADA, MO	CESSNA	150	NONE	236
2467	50U	122686	GORMAN, CA	PIPER	PA-28R-201	FATAL	82
2468	1750C	100486	LUCERNE VALLEY, CA	CESSNA	180	NONE	68
2469	172ET	061786	DELANO, CA	HILLER	UH-12E	NONE	38
2470	9824P	070686	NEW RICHLAND, MN	PIPER	PA-25-235	MINOR	214
2471	6135L	072886	PLAINFIELD, IL	AMERICAN AVI	AA-1	FATAL	116
2472	7617V	080486	ARGYLE, MN	AERO COMMAND	CALLAIR A9	NONE	216
2473	36284	081286	PERRINTON, MI	BELLANCA	7GCBC	FATAL	196
2474	6862Z	081886	WHITE PIGEON, MI	PIPER	PA-25-235	NONE	198

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2475	41EB	083086	RICE LAKE, WI	EUGENE BOOS	VARI-EZE	SERIOUS	392
2476	3782W	103086	GOWEN, MI	RALLEY	3A	NONE	204
2477	C205Y	100586	PLAINFIELD, IL	CESSNA	182E	MINOR	118
2478	9198D	121386	MCGRATH, MN	PIPER	PA-22-150	NONE	218
2479	9603B	121786	BLOOMINGTON, IN	CESSNA	172RG	SERIOUS	134
2480	88JF	090386	YPSILANTI, MI	LEAR	24	MINOR	200
2481	2263V	090186	NEW RICHMOND, WI	SHANKS/BECKE	ACRO SPORT	NONE	394
2482	8281Y	122986	WHEELING, IL	PIPER	PA-32-301	NONE	128
2483	5766N	080486	BEDFORD, PA	ROCKWELL INT	114	FATAL	340
2484	6163N	092286	OLD MONROE, MO	CESSNA	T210M	NONE	226
2485	65130	092286	IMLAY CITY, MI	PIPER	PA-36-285	NONE	202
2486	8267W	101586	CHARLESTON, IL	PIPER	PA-28-161	FATAL	120
2486	30019	101586	CHARLESTON, IL	PIPER	PA-28-181	FATAL	122
2487	4031R	112986	HARRISON, AR	PIPER	PA-32-300	MINOR	6
2488	82089	111486	PHILADELPHIA, PA	PIPER	PA-28-181	MINOR	354
2489	9033B	090986	STERLING, MA	ROBINSON	R22	NONE	158
2490	83BA	072786	FARMINGDALE, NY	BEECH	BE-20	NONE	286
2491	50832	100786	SO. DAYTON, NY	CESSNA	150	NONE	294
2492	94457	100286	BUXTON, ME	CESSNA	150	NONE	178
2493	704PY	100386	PLYMOUTH, MA	CESSNA	C-150	NONE	160
2494	258W	100286	DERRY, PA	BEECH	BE-58P	NONE	348
2495	67903	101186	PORT JEFFERSON, NY	CESSNA	C-152	NONE	298
2496	83086	110686	STATEN ISLAND, NY	BELL	206B	SERIOUS	304
2497	68043	110786	LOS ANGELES, CA	MCDONNELL DO	DC-10-10	SERIOUS	74
2498	8741H	112486	FRESNO, CA	SCHWEIZER	G-164A	NONE	78

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2499	5741K	110186	MUSTANG ISLAND, GM	BELL	206B	SERIOUS	100
2500	23222	070786	PHOENIX, AZ	CESSNA	150H	FATAL	12
2501	2784N	050986	LA JOLLA, CA	MB	BD-105S	SERIOUS	30
2502	123RM	031486	FRANKFORT, MI	BELLANCA	17-30A	FATAL	186
2503	122FP	112686	CLINTON, NC	MACHIN/SMITH	AEROSTAR 6	FATAL	238
2504	43504	052786	CHINO, CA	PIPER	PA 28-236	FATAL	34
2505	206DW	092586	TEXARKANA, AR	BELL	206A	NONE	4
2506	6BZ	080386	OSAWATOMIE, KS	ATTEBERY-STA	VARIEZE	FATAL	138
2507	77670	071586	CANTON, OH	FAIRCHILD	24R-46	SERIOUS	318
2508	7861S	071286	WALTHAMER, ME	BELL	47G-5	MINOR	176
2509	42943	101086	POUGHKEEPSIE, NY	PIPER	PA-32	NONE	296
2510	2NH	071086	MARSTON MILLS, MA	GRUMMAN	AA-1B	SERIOUS	156
2511	932JF	062186	BEVERLY, MA	STEEN SKYBOL	UNK	NONE	154
2512	8703S	112886	ROCKFORD, IL	CESSNA	150G	SERIOUS	124
2513	925J	111286	PITTSBURGH, PA	BEECH	BE18H	NONE	352
2514	733CP	091486	SEVEN SPRINGS, PA	CESSNA	172	NONE	346
2515	7739	080786	HAZLETON, PA	BELL	47G2	MINOR	342
2516	6637E	080286	HARTFORD, CT	BEECH	C24R	SERIOUS	88
2517	9359T	080586	FARMINGDALE, NY	PIPER	PA-38-112	MINOR	288
2518	70FM	110286	LUCERNE VALLEY, CA	AERO COMMAND	520	NONE	72
2519	688SB	091886	LEMOORE, CA	HILLER	UH-12E	MINOR	64
2520	57999	083086	PINE VALLEY, CA	EIPPER	QUICKSILVE	NONE	56
2521	42TJ	082386	RAMONA, CA	STAR-LITE	UNK	FATAL	52
2522	64596	090286	CHULA VISTA, CA	STEEN SKYBOL	UNK	FATAL	62
2523	24GW	022086	HEMET, CA	WHIGHAM	GW4A	FATAL	24

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2524	3CJ	080286	UKIAH, CA	JAKS	VOLKSPLANE	NONE	42
2525	83380	072086	CORONA, CA	PIPER	PA-18-150	FATAL	40
2526	5152C	060186	PAW PAW, MI	BEECH	B35	SERIOUS	188
2527	8122J	061686	BROOTEN, MN	BELL	47G-5	SERIOUS	212
2528	5710D	052386	LINO LAKES, MN	PIPER	PA-22-150	FATAL	210
2529	81259	071486	BENTON HARBOR, MI	GRUMMAN	AA5B	SERIOUS	192
2530	513DC	030586	EOLA, IL	MITSUBISHI	MU-2B-60	FATAL	110
2531	357X	050486	MERCED, CA	WRIGHT	BD5B	FATAL	28
2532	63SM	100486	LINCOLN, CA	SMITH & R. M	RV-4	NONE	70
2533	43982	081086	MT. SNOW, VT	PIPER	PA-28-181	MINOR	386
2534	2710G	083086	LA JOLLA, CA	CESSNA	182B	NONE	54
2535	8976B	081886	OROVILLE, CA	CESSNA	172	NONE	50
2536	7190	080986	MARKLEVILLE, CA	GLASS FUGEL	STANDARD L	NONE	48
2537	5534Y	071286	BULLHEAD CITY, AZ	CESSNA	T210N	FATAL	14
2539	2673H	092786	PALM SPRINGS, CA	SCHWEIZER	SGS-1-35C	SERIOUS	66
2540	3832J	092086	WEEPING WATER, NE	CESSNA	150G	NONE	240
2541	9043V	092286	KANSAS CITY, MO	BEECH	E55	NONE	224
2542	738CH	083186	VICHY, MO	CESSNA	172N	NONE	222
2543	5969W	082786	JUNCTION CITY, KS	PIPER	PA-28-150C	NONE	142
2544	1130P	070586	IOWA CITY, IA	PIPER	PA-23-150	NONE	104
2545	7579	112886	JAMESBURG, NJ	BELL	47-G2A	SERIOUS	268
2546	921FP	080686	RUTLAND, VT	LEAR	55	MINOR	384
2547	65TD	121086	WINDSOR, MA	BEECH	100	FATAL	166
2548	70JJ	062786	PERU, IL	PITTS	S2A	NONE	114
2549	68653	012986	BIRMINGHAM, MI	CESSNA	421C	FATAL	184

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2550	43239	122886	BROADALBIN, NY	TAYLORCRAFT	BC12-D	SERIOUS	314
2551	6615X	122186	SCOTIAS, NY	CESSNA	201A	NONE	312
2552	647H	121186	NEWPORT, RI	ENSTROM	280C	FATAL	362
2553	7651R	120786	TRENTON, ME	BEECH	B23	NONE	182
2554	50714	120686	POESTENKILL, NY	CESSNA	150	NONE	308
2555	26057	120686	EAST MORICHES, NY	PIPER	J-3	NONE	310
2556	117EA	113086	ERIE, PA	CESSNA	441	NONE	360
2557	6863N	111586	JACKMAN, ME	MOONEY	M20C	SERIOUS	180
2558	9680H	111486	ITHACA, NY	CESSNA	185F	NONE	306
2559	2799Z	101186	MONTVILLE, CT	RAVEN	S60A	MINOR	90
2560	6154	091386	COOPERSTOWN, PA	TAPASZY	BENSON .B-8	FATAL	344
2561	7456G	070886	JOBSTOWN, NJ	CESSNA	172K	MINOR	258
2562	430RH	062286	ROCHESTER, VT	ROLLADEN-SCH	LS-4A	FATAL	382
2563	369AU	122286	DUBLIN, VA	BOEING	737-300	SERIOUS	380
2564	5803U	081186	SUSSEX, NJ	PIPER	PA-28-140	MINOR	262
2565	9499T	070486	FRASER, MI	PIPER	PA-38-112	NONE	190
2566	8165K	042686	GRANGEVILLE, ID	STINSON	108-1	FATAL	106
2567	1253R	122286	WEST CHICAGO, IL	BELLANCA	14-19-3A	FATAL	126
2568	1901G	122986	STRATFORD, CT	KOSCH	WHITEHEAD	SERIOUS	92
2570	7526V	101986	ROCKWOOD, TN	CESSNA	R172K	FATAL	364
2572	2581S	111486	PHILLIPSBURG, PA	CESSNA	33TC	NONE	356
2573	8130A	112686	GLEN MAWR, PA	PIPER	PA-28-161	FATAL	358
2574	7XT	082486	MIDDLETOWN, NY	SCHEMPP-HIRT	VENTUS A	FATAL	290
2575	2TW	080486	CRANFORD, NJ	WARD	SKYBOLT	FATAL	260
2576	6498H	052586	MILAN, NH	PIPER	J-3	FATAL	248

## File Order Listing - Issue No. 13, 1986

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2577	3239U	083086	ALBANY, MO	CESSNA	182F	NONE	220
2578	6898Q	120386	EARLE, AR	GRUMMAN-SCHW	G-164B-600	NONE	8
2579	60046	112586	COLBY, KS	CESSNA	150J	NONE	146
2580	5175M	111186	GRETNA, NE	CESSNA	152	NONE	244
2581	3507L	110586	LOUISBURG, KS	CESSNA	150F	NONE	144
2582	8173A	110386	HYANNIS, NE	CESSNA	170B	NONE	242
2583	44KC	100686	ARAB, MO	STAHL-AMETER	MONNETT SO	NONE	228
2584	1690K	101886	MACON, MO	LUSCOMBE	8E	NONE	230
2585	98998	080686	CALLAHAN, CA	CESSNA	421C	FATAL	44
2586	13CH	072286	WOLFEBORO, NH	HANSEN	HAWK 304	MINOR	252
2588	2680S	091986	LAPEER, NY	CESSNA	337D	FATAL	292
2589	7266B	060486	MYERSVILLE, MD	BEECH	J-35	SERIOUS	172
2590	5462J	123186	HAMBURG, NY	CESSNA	310	FATAL	316
2591	8720C	122686	LEOMINSTER, MA	PIPER	PA-28-181	SERIOUS	168
2592	8937R	081686	EPSOM, NH	CHAMPION	7HC	FATAL	254
2593	2770N	120186	CALIPATRIA, CA	BELL	UH-1B	NONE	80
2594	95370	080786	BIG BEAR, CA	CESSNA	152	MINOR	46
2595	52949	011986	VALLEY VIEW, IL	CESSNA	177RG	FATAL	108
2596	758YR	103186	LINDEN, NJ	CESSNA	152	MINOR	266
2597	342HA	100986	BOSTON, MA	LOCKHEED	L188A	SERIOUS	162
2598	60CS	101586	LEROY, NY	PIPER	PA-38	NONE	300
2599	9585G	102986	MARSHFIELD, MA	CESSNA	U206F	NONE	164
2600	6552R	110186	SELKIRK, NY	BEECH	19	NONE	302





AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 13 OF 1986 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2428      10/13/86      PELL CITY,AL      A/C Reg. No. N4576R      Time (Lcl) - UNK/NR

-----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 -CLIMB					

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALBANY,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	FENTON,MO	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED ALBANY GEORGIA FOR FENTON MISSOURI WITHOUT A FLIGHT PLAN. VFR NOT RECOMMENDED HAD BEEN GIVEN TO THE COMMERCIAL, CFI, INSTRUMENT RATED PILOT TWICE DURING THE DAY. THE WRECKAGE WAS FOUND TWO MONTHS LATER ON THE SIDE OF A MOUNTAIN IN ALABAMA. THE AIRCRAFT HAD BURNED.

Brief of Accident (Continued)

File No. - 2428

10/13/86

PELL CITY, AL

A/C Reg. No. N4576R

Time (Lcl) - UNK/NR

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

Finding(s)

1. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - UPHILL
  4. OBJECT - TREE(S)
- 

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

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

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

Brief of Accident

File No. - 2505      9/25/86      TEXARKANA,AR      A/C Reg. No. N206DW      Time (Lcl) - 1945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Make/Model      - BELL 206A  
Landing Gear      - SKID  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 317 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- 160/009 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
TEXARKANA,AR  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - B-206A

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

Total	- 6174	Last 24 Hrs	- UNK/NR
Make/Model-	1915	Last 30 Days-	UNK/NR
Instrument-	226	Last 90 Days-	67
		Rotorcraft	- 5897

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE LEFT FRONT PASSENGER RAISED THE COLLECTIVE PITCH CONTROL BY MISTAKE WHILE TRYING TO OPEN THE CABIN DOOR. ACCORDING TO THE PILOT, THE ROTOR SYSTEM WAS BETWEEN 65-70 N 1 , AND THE THROTTLE AT FLIGHT IDLE. WHEN THE HELICOPTER ACHIEVED HOVER IN-GROUND EFFECT AT THIS POINT, THE PILOT FURTHER STATED, HE PUSHED THE COLLECTIVE PITCH CONTROL DOWN AND THE AIRCRAFT IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2505

9/25/86

TEXARKANA, AR

A/C Reg. No. N206DW

Time (Lc1) - 1945 CDT

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      STANDING - IDLING ROTORS

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - ENGAGED
2. COLLECTIVE - INADVERTENT USE - PASSENGER
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. CONTROL INTERFERENCE - PERFORMED - PASSENGER
5. LIFT-OFF - INITIATED - PASSENGER

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

Finding(s)

6. ROTOR RPM - NOT ATTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
8. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

9. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2487      11/29/86      HARRISON, AR      A/C Reg. No. N4031R      Time (Lcl) - 1530 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	2	0

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	HUNTSVILLE, AL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	BENTONVILLE, AR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1889
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	Make/Model - 220
		Instrument - 103
		Last 30 Days - UNK/NR
		Last 90 Days - 70
		Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ROUTINE BUSINESS FLT HAD PROGRESSED NORMALLY UNTIL APPROACHING BENTONVILLE, ARKANSAS. THE PIC RPTD HIS ENG RAN ROUGH FOR A VERY BRIEF PERIOD AND QUIT. EMERG PROCEDURES WERE CONDUCTED BUT A RESTART WAS IMPOSSIBLE. ONLY 1.5 HRS OF FLT HAD TRANSPIRED SINCE THE LAST REFUEL. AN INSP OF THE ACFT REVEALED THAT THE LEFT MAGNETO DRIVE BEARING HAD SIEZED AND THE DRIVE GEAR HAD SHEARED TOTALLY DISABLING THE MAG. THE OTHER MAG HAD FAILED TO FUNCTION PROPERLY. SUBSEQUENT TESTING OF THE OTHER MAG SHOWED INTERMITTENT OPERATION AND ARCING OF THE POINTS. THE ACFT WAS INSP 6 MOS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2487

11/29/86

HARRISON, AR

A/C Reg. No. N4031R

Time (Lcl) - 1530 CST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

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

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

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. - 2578      12/03/86      EARLE, AR      A/C Reg. No. N6898Q      Time (Lcl) - 1045 CST

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

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

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

Make/Model	- GRUMMAN-SCHWEIZER G-164B-600	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	- 6075	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 600 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	EARLE, AR	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Runway Status
Precipitation	Type Apch/Lndg	- WET
Condition of Light	FORCED LANDING	

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 9	- 10550
	Aircraft Type	- G164B60	Make/Model
			- 10207
			Instrument
			- 10
			Last 24 Hrs
			- 7
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 210

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE POWERPLANT WAS PERFORMING NORMALLY DURING INITIAL CLIMB WHEN, SUDDENLY, THE ENGINE EXPERIENCED A POWER LOSS AFTER BACKFIRING. IMMEDIATE REMEDIAL ACTION RESULTED IN A PARTIAL POWER OUTPUT BUT NOT ENOUGH TO SUSTAIN FLIGHT. EMERGENCY PROCEDURES WERE IMPLEMENTED AND AN OFF-AIRPORT LANDING WAS ATTEMPTED BUT THE TERRAIN WAS WET AND MUDDY AND THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL.



Brief of Accident (Continued)

File No. - 2578

12/03/86

EARLE,AR

A/C Reg. No. N6898Q

Time (Lc1) - 1045 CST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,PARTIAL
  2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
  3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2465      2/03/86      YOUNG,AZ      A/C Reg. No. N3193T      Time (Lcl) - 0800 MST

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBO shaft	
No. of Seats - 5	Rated Power - 420 HP	

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

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

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1100
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - 206	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & HIS DAUGHTER PLANNED TO FLY TO THEIR RANCH FOR THE PURPOSE OF HIRING A MANAGER. UPON ARRIVING AT THEIR DESTINATION GROUND FOG PREVAILED. THE PLT, FAMILIAR WITH THE AREA, ATTEMPTED TO FIND AN AREA WHERE HE COULD DESCEND BELOW THE FOG. THE FOG WAS AT TREE TOP LEVEL, & WHILE MANEUVERING THE HELICOPTER COLLIDED WITH 50 FEET TALL TREES. THE HELICOPTER FELL VERTICALLY ONTO ITS ROOF & ROLLED OVER KILLING THE PLT.

Brief of Accident (Continued)

File No. - 2465

2/03/86

YOUNG,AZ

A/C Reg. No. N3193T

Time (Lc1) - 0800 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. WEATHER CONDITION - FOG
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
7. WEATHER EVALUATION - POOR - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

9. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
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) 1,3,6,7,8

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. - 2500

7/07/86

PHOENIX, AZ

A/C Reg. No. N23222

Time (Lcl) - 0725 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 150H

Eng Make/Model - CONTINENTAL O-200A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/003 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

DEER VALLEY

Runway Ident - 25L

Runway Lth/Wid - 5300/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 62

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 25

Last 24 Hrs - 3

Months Since - N/A

Make/Model- 12

Last 30 Days- 12

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PERFORMED 1 NORMAL TOUCH & GO OPERATION, & TOUCHED DOWN NORMALLY ON THE SECOND PLANED TOUCH & GO WHICH WAS TO TERMINATE WITH A RIGHT DEP OUT OF THE PATTERN. AFTER TOUCHDOWN, WITNESSES OBSERVED THE ACFT ROLL STRAIGHT ALONG THE RWY CENTERLINE FOR ABOUT 800 FT THEN BEGIN A GRADUAL DIVERGENCE FROM THE RWY WHICH SEEMED TO STABILIZE AT ABOUT A 30 DEGREE ANGLE. AFTER DEPARTING THE RWY EDGE, THE ACFT ROLLED AT A CONSTANT RATE OF SPEED FOR AN ADDITIONAL 900 FT THROUGH THE DIRT AREA BETWEEN THE RWY & ADJACENT TAXIWAY BEFORE COLLIDING WITH A CONCRETE DRAINAGE ABUTMENT. THE WITNESSES SAW THE WINGS OF THE ACFT ROCK BACK & FOURTH DURING THE GND ROLL THROUGH THE DIRT. EXAMINATION OF THE ACFT TRACKS CONFIRMED THAT THE ACFT DID OSCILLATE ABOUT THE ROLL AXIS & SHIFT WEIGHT FROM SIDE OT SIDE DURING THE GND ROLL. THE PLT HAD ACCRUED ONLY 8 DUAL HOURS TO THE FIRST UNSUPERVISED SOLO. THE ACCIDENT FLIGHT WAS THE SECOND SOLO FLIGHT WITHOUT SUPERVISION. NO PREIMPACT FAILURES OR MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2500

7/07/86

PHOENIX,AZ

A/C Reg. No. N23222

Time (Lcl) - 0725 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. SUPERVISION - POOR - FLIGHT INSTRUCTOR(ON GROUND)
4. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. AIRPORT FACILITIES - INADEQUATE
6. OBJECT - AIRPORT FACILITY

-----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. - 2537      7/12/86      BULLHEAD CITY,AZ      A/C Reg. No. N5534Y      Time (Lcl) - 2125 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire                        NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	5	0	0	0

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

Make/Model        - CESSNA T210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats       - 6

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

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

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

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - VMC  
Wind Dir/Speed- 190/002 KTS  
Visibility         - 20.0 SM  
Lowest Sky/Clouds - 18000 FT SCATTERED  
Lowest Ceiling     - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SCOTTSDALE,AZ  
Destination  
BULLHEAD CITY,AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BULLHEAD CITY  
Runway Ident       - 35  
Runway Lth/Wid    - 5060/ 50  
Runway Surface    - ASPHALT  
Runway Status     - DRY

ATC/Airspace

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

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

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

Age - 39  
Biennial Flight Review  
Current            - YES  
Months Since      - 2  
Aircraft Type      - C-206T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 450  
Make/Model-        2  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- 3  
Last 90 Days- 3  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT, WHO HAD ACCUMULATED APPROXIMATELY 450 HOURS OF FLIGHT EXPERIENCE AND HIS 5 PASSENGERS, ARRIVED AT THE DESTINATION AIRPORT DURING DARKNESS. THIS WAS THE PILOT'S FIRST LANDING AT THE UNCONTROLLED AIRPORT AND HE WAS NOT FAMILIAR WITH THE TRAFFIC PATTERN. ON HIS ARRIVAL HE ENTERED THE TRAFFIC PATTERN ON A RIGHT DOWNWIND LEG TO RUNWAY 35. THIS PATTERN WAS CONTRARY TO THE PUBLISHED PATTERN AND THE LIGHTED SEGMENTED CIRCLE VISUAL TRAFFIC PATTERN INDICATOR ON THE AIRPORT. HE WAS UNABLE TO COMPLETE HIS FIRST ATTEMPT TO LAND AND MADE A GO-AROUND. AFTER CLIMBING PAST THE DEPARTURE END OF THE RUNWAY THE PILOT MADE A LEFT STEEP TURN OF APPROXIMATELY 225 DEGREES. THE TURN PLACED THE AIRCRAFT ON A RIGHT DOWNWIND TO RUNWAY 35 AND IT DESCENDED INTO HIGH VOLTAGE ELECTRICAL TRANSMISSION LINES.

Brief of Accident (Continued)

File No. - 2537

7/12/86

BULLHEAD CITY, AZ

A/C Reg. No. N5534Y

Time (Lcl) - 2125 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. LIGHT CONDITION - NIGHT
  5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  6. DESCENT - EXCESSIVE - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2445      1/02/86      EL CAJON, CA      A/C Reg. No. N4318V      Time (Lcl) - 1800 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAGE, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL CAJON, CA	GILLESPIE FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27R
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5341/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 20	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - PA-28	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-----

DRG ARRIVAL AT AN ARPT NEAR HIS HOME, THE PLT CONTACTED APCH CONTROL (CTL) & ASKED THE CTLR FOR ASSISTANCE IN LANDING & SAID THAT THE WX LOOKED A LITTLE FOGGY. THE CTLR INFORMED THE PLT OF THE ACFT'S POSITION IN RELATION TO THE ARPT. AS THE ACFT WAS DSCNDG TWD THE ARPT, THE PLT RPRTD THAT HE HAD ENTERED FOG AT ABOUT 4000' MSL. THE CTLR INSTRUCTED THE PLT TO CLIMB & MAINTAIN VFR, THEN ASKED IF THE PLT WOULD LIKE A LOCALIZER D APCH TO THE ARPT. ALTHO HE WAS NOT CERTIFIED FOR INSTRUMENT FLT, THE PLT ACCEPTED THE APCH. THE ARPT WX AT THAT TIME WAS RPRTD (IN PART) AS: 1500' SCATTERED, VIS 7 MI. VECTORS WERE PROVIDED FOR THE APCH. AS THE ACFT WAS APCHG THE OUTER MARKER, THE PLT WAS INSTRUCTED TO CHANGE TO TOWER FREQ. HE ACKNOWLEDGED, BUT THERE WAS NO FURTHER TRANSMISSIONS FROM THE ACFT & RADAR CONTACT WAS LOST. SUBSEQUENTLY, THE ACFT CRASHED APRX 5 MI EAST OF THE ARPT, ON A HDG OF 050 DEG, IN THE VICINITY OF WHERE RADAR CONTACT WAS LOST. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND. THE 1746 PST SAN DIEGO WX WAS, IN PART: 2000' BROKEN, VIS 5 MI WITH HAZE.



Brief of Accident (Continued)

File No. - 2445

1/02/86

EL CAJON, CA

A/C Reg. No. N4318V

Time (Lc1) - 1800 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. LIGHT CONDITION - NIGHT
  3. WEATHER CONDITION - CLOUDS
  4. WEATHER CONDITION - HAZE
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  6.        IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  7.        IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  9.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  10.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  11. SPIRAL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2446

1/26/86

STRATHMORE,CA

A/C Reg. No. N7672T

Time (Lcl) - 0930 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 172A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2075  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
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- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAS VEGAS,NV  
Destination  
STRATHMORE,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	103	Last 24 Hrs	-	3
Make/Model-	16	Last 30 Days-	10		
Instrument-	0	Last 90 Days-	16		

Instrument Rating(s) - NONE

-----Narrative-----

UPON RETURNING TO HIS HOME AIRPORT, THE NON-INSTRUMENT RATED PILOT WAS UNABLE TO SEE THE RUNWAY DUE TO HEAVY FOG COVERING THE AREA. HE ENTERED A RIGHT DESCENDING TURN IN AN ATTEMPT TO DESCEND UNDER THE FOG. THE AIRCRAFT COLLIDED WITH ORANGE TREES APPROXIMATELY ONE MILE FROM THE AIRPORT.

Brief of Accident (Continued)

File No. - 2446

1/26/86

STRATHMORE,CA

A/C Reg. No. N7672T

Time (Lc1) - 0930 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - OBSCURATION
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
  5. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

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

Finding(s)

6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2424      2/11/86      ONTARIO, CA      A/C Reg. No. N55386      Time (Lcl) - 1942 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	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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    - UNK/NR</p> <p>Wind Dir/Speed- 310/007 KTS</p> <p>Visibility        - 10.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling    - 10000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">FULLERTON, CA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance   - IFR</p> <p>Type Apch/Lndg      - ILS-COMplete</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">ONTARIO INTL</p> <p>Runway Ident       - 26L</p> <p>Runway Lth/Wid    - 10200/ 150</p> <p>Runway Surface    - CONCRETE</p> <p>Runway Status      - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - 68</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - C-172P</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1232</p> <p style="padding-left: 20px;">Make/Model- 248</p> <p style="padding-left: 20px;">Instrument- 58</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 9</p> <p style="padding-left: 20px;">Rotorcraft - 883</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER/PLT (PIC) WAS ON A FLT FOR NIGHT & INSTRUMENT CURRENCY REQUIREMENTS. HE WAS FLYING THE ACFT FROM THE LEFT FRONT SEAT WHILE A COMMERCIAL PLT (CP) WAS OCCUPYING THE RGT FRONT SEAT. DRG AN ILS RWY 26L FINAL APCH AT ONTARIO, CA, THE PIC & CP DISCUSSED A CONSTANT "ON GLIDE SLOPE" INDICATION & ELECTED TO MAKE A LOCALIZER ONLY APCH. THE CP MISTAKENLY SELECTED AN INCORRECT APCH PLATE & ADVISED THE PIC THAT THE MIN DSCNT ALT (MDA) WAS 1060'. THE ACTUAL MDA FOR THE APCH WAS 1240'. WHILE THEY WERE DISCUSSING THE ALT, THE ACFT DSCNDD & STRUCK ELEC TRANSMISSION LINES AT AN ELEV OF 992'. THE ACFT BECAME ENTANGLED IN THE LINES & REMAINED SUSPENDED FOR 4 HRS BEFORE THE PLTS WERE RESCUED.

Brief of Accident (Continued)

File No. - 2424

2/11/86

ONTARIO, CA

A/C Reg. No. N55386

Time (Lc1) - 1942 PST

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

Finding(s)

1. COMM/NAV EQUIPMENT, ILS RECEIVER - FAILURE, PARTIAL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER -
3. PLANNED APPROACH - NOT IDENTIFIED - OTHER CREW MEMBER
4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - WIRE, TRANSMISSION
6. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2444

2/17/86

CARLSBAD, CA

A/C Reg. No. N9253H

Time (Lcl) - 1903 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

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

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 200 FT  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
CARLSBAD, CA  
Destination  
BORREGO SPRINGS, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MCCLELLAN-PALOMAR  
Runway Ident - 24  
Runway Lth/Wid - 4700/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND  
HELICOPTER

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 779	Last 24 Hrs - UNK/NR
Make/Model- 145	Last 30 Days- UNK/NR
Instrument- 128	Last 90 Days- UNK/NR
Rotorcraft - 51	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER FAILING TO SEE THE RUNWAY ON HIS FIRST ILS APPROACH IN WEATHER REPORTED AT IFR MINIMUMS FOR LANDING, THE PILOT WAS RADAR VECTORED FOR A SECOND APPROACH. ACCORDING TO CONTROLLERS THE APPROACH APPEARED TO BE NORMAL UNTIL THE AIRCRAFT'S RADAR TARGET DISAPPEARED OFF THE SCOPE APPROXIMATELY 2 MILES FROM THE RUNWAY. GROUND RESCUE FOUND THE AIRCRAFT IMPACTED IN A FOG SHROUDED RIDGE, IN THE VICINITY OF WHERE IT DISAPPEARED FROM RADAR.

Brief of Accident (Continued)

File No. - 2444

2/17/86

CARLSBAD, CA

A/C Reg. No. N9253H

Time (Lcl) - 1903 PST

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Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - LOW CEILING
  3. LIGHT CONDITION - DARK NIGHT
  4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  5. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
  6. DESCENT - CONTINUED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2523      2/20/86      HEMET, CA      A/C Reg. No. N24GW      Time (Lcl) - 1430 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	1	0	0	0
Accident Occurred During - DESCENT			0	0	0	0

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

Make/Model - WHIGHAM GW4A	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HEMET-RYAN
Wind Dir/Speed- UNK/NR		Runway Ident - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
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-----

DURING A TOW OPERATION, THE PLT OF THE TOW PLANE STATED THAT JUST AFTER TAKEOFF THE GLIDER ASSUMED A VERY LOW TOW POSITION, THEN SWUNG VERY HIGH TO THE RIGHT THEN TO THE LEFT. AT APRX 250 FT AGL THE GLIDER PLT RELEASED FROM THE TOW PLANE AND EXECUTED A 180 DEG TURN BACK TO THE ARPT. THE TOW PLANE PLT TURNED TO ESCORT THE GLIDER WHEN AT AN ALT OF 150 FT AGL THE GLIDER ENTERED AN 80 TO 90 DEG NOSEDOWN TURN WHICH WAS HELD TO IMPACT. A MEDICAL EXAMINATION OF THE PLT REVEALED THAT HE HAD A HISTORY OF HEART CONDITION AND AT THE TIME OF THE ACCIDENT EXPERIENCED AN ARRHYTHMIA ASSOCIATED WITH THE MOST RECENT MYOCARDIAL INFRACTION. THE PLTS RECORD OF FLT TIME WAS NOT AVAILABLE OR REPORTED.



Brief of Accident (Continued)

File No. - 2523

2/20/86

HEMET,CA

A/C Reg. No. N24GW

Time (Lcl) - 1430 PST

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
2.        INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
3. REMEDIAL ACTION - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2462      4/21/86      BERMUDA DUNES,CA      A/C Reg. No. N1118Y      Time (Lcl) - 0630 PST

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

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

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

Make/Model - CESSNA 150B	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 - 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	BERMUDA DUNES,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 580
SE LAND	Months Since - 5	Make/Model- 13
GLIDER	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE RESEARCH & DEVELOPMENT FLIGHT WAS TO DOCUMENT THROUGH THE USE OF VIDEOTAPE THE DEPLOYMENT & TRAJECTORY OF A SPECIALITY PARACHUTE WHICH WAS CONNECTED TO A BALLAST BAG. THE PLT, WHO WAS THE DESIGNER OF THE DEVICE, UTILIZED HIS EXPERIMENTAL CATEGORY ACFT FOR THE LAUNCH. AT THE PREARRANGED ALTITUDE OF 3000 FT AGL, THE DEVICE EXITED OUT OF THE LEFT SIDE OF THE ACFT. THE ACFT'S DOOR HAD BEEN PREVIOUSLY REMOVED, & WHEN THE DEVICE LEFT THE ACFT THE BALLAST BAG'S ATTACHMENT CORD BECAME ENTANGLED WITH THE LEFT LANDING GEAR WHEEL RIM ASSEMBLY. THE PARACHUTE, WHICH REMAINED ATTACHED TO THE BAG, STREAMERED BEHIND THE ACFT. THE ACFT STALLED, PITCHED DOWNWARD & DESCENDED INTO TERRAIN WHILE IN A VERTICAL ATTITUDE. THE PLT BAILED OUT OF THE ACFT AT ABOUT 400 FT AGL. HIS PERSONAL PARACHUTE DID NOT DEPLOY. THE PLT WAS FOUND TO HAVE A 0.10 LEVEL OF ETHYL ALCOHOL IN HIS BLOOD.

Brief of Accident (Continued)

File No. - 2462

4/21/86

BERMUDA DUNES,CA

A/C Reg. No. N1118Y

Time (Lc1) - 0630 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2.     PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3.     PROCEDURE INADEQUATE - PILOT IN COMMAND
4. LOAD JETTISON - INITIATED -
5. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND
6. LANDING GEAR - FOREIGN OBJECT
7.     AIRCRAFT HANDLING - NOT POSSIBLE -

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

Finding(s)

8. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2531      5/04/86      MERCED, CA      A/C Reg. No. N357X      Time (Lcl) - 1019 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		DESTROYED						
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			0	0	0	0	

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

Make/Model	- WRIGHT BD5B	Eng Make/Model	- HONDA EB3	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 941	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- UNK/NR			

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	MERCED	
Wind Dir/Speed	- 260/003 KTS		Runway Ident	- 30
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 5903/ 150
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 64	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 450	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 40	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 12
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

GROUND WITNESSES AND THE PILOT REPORTED THE CANOPY OPENED SHORTLY AFTER DEPARTING RUNWAY 30 AT MERCED AIRPORT, MERCED, CA. THE PILOT EXECUTED A STEEP LEFT BANKING TURN. WHEN THE AIRPLANE TURNED ABT 140 DEG IT PITCHED UP, ROLLED INVERTED AND NOSED DOWN INTO THE GROUND. THE INVESTIGATION DISCLOSED THE AFT CANOPY LOCKING PINS WERE NOT ENGAGED.

Brief of Accident (Continued)

File No. - 2531

5/04/86

MERCED,CA

A/C Reg. No. N357X

Time (Lcl) - 1019 PDT

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

Finding(s)

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

Occurrence #2           LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

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

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

-----

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

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

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. - 2501      5/09/86      LA JOLLA, CA      A/C Reg. No. N2784N      Time (Lcl) - 0300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model      - MB 80-105S  
Landing Gear      - SKID  
Max Gross Wt      - 5070  
No. of Seats      - 3

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 2  
Engine Type      - TURBOSHAFT  
Rated Power      - 317 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- 120/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
LA JOLLY, CA  
Destination  
SAN DIEGO, CA

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SCRIPPS HOSP. HELIPAD  
Runway Ident      - 27  
Runway Lth/Wid      - N/A  
Runway Surface      - CONCRETE  
Runway Status      - DRY

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

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

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - B-206

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

Total	- 5353	Last 24 Hrs	- 1
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	29
Multi-Eng -	UNK/NR	Rotorcraft -	4753

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT LOST CONTROL OF THE HELICOPTER'S ROTOR SYSTEM DURING THE INITIAL CLIMB PHASE OF THE FLIGHT. THE AIRCRAFT SPUN OUT OF CONTROL AND CRASHED ON AN INTERSTATE HIGHWAY. COMPANY MAINT APPLIED AD-85-26-02 TO DETECT OR PREVENT JAMMING OF ROTORCRAFT CONTROLS IN ACCORDANCE WITH SERVICE BULLETIN MBB 80-105 ON 1/1/86. THE ACFT HAD FLOWN 189 HRS SINCE THE MAINTENANCE WAS PERFORMED.

Brief of Accident (Continued)

File No. - 2501

5/09/86

LA JOLLA, CA

A/C Reg. No. N2784N

Time (Lc1) - 0300 PDT

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

Finding(s)

1. FLT CONTROL SYST, BOOST SYSTEM - LOCKED
  2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - COMPANY MAINTENANCE PSNL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2408

5/17/86

CHINO, CA

A/C Reg. No. N5412W

Time (Lcl) - 0821 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

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

Make/Model - PIPER PA-28-160  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-B2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 3.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FORT HUACHUCA, AZ  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
GO AROUND  
FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

CHINO  
Runway Ident - 26  
Runway Lth/Wid - 3856/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 196	Last 24 Hrs -	5
Make/Model-	105	Last 30 Days-	7
Instrument-	3	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A 5.3 HR FLT, THE PLT ENTERED THE TRAFFIC PATTERN & WAS HI ON BASE & FINAL APCH. HE ELECTED TO GO AROUND, BUT THE ENG LOST POWER DUE TO FUEL EXHAUSTION AT ABOUT 200' AGL, JUST PAST THE DEP END OF THE RWY. THE PLT ATTEMPTED TO RETURN TO THE RWY. THE ACFT ENTERED A STEEP LEFT TURN IN A NOSE HI ATTITUDE, THEN PITCHED DOWN & HIT THE GND BFR THE PLT COULD RECOVER. ALTHO THE FUEL SYS REMAINED INTACT, NO FUEL WAS FOUND IN THE TANKS OR LINES. AN INV REVEALED THE PLT HAD TAKEN OFF WITH THE ACFT LOADED 264 LBS OVER ITS MAX WT LIMIT & WITH THE CG JUST AHEAD OF THE FORWARD LIMIT. HE HAD ESTIMATED 4.4 HRS EN ROUTE, BUT HAD EXTENDED HIS VFR FLT PLAN BY .7 HR. CALCULATIONS SHOWED THAT IF THE ACFT HAD BEEN LOADED WITHIN ITS MAX LIMITS, 42 TO 44 GAL OF FUEL WOULD HAVE BEEN REQUIRED FOR THE FLT. HOWEVER, FLT TEST DATA SHOWED THAT WITH THE ACFT'S EXTRA WT & FWD CG, APRX 51.5 GAL OF FUEL WOULD HAVE BEEN REQUIRED. TOTAL USABLE FUEL FOR THE ACFT WAS 48 GAL. THE PLT HAD WORKED A NORMAL SHIFT (1600 TO 2400 HRS) PRIOR TO THE FLT. ARPT WAS SCHEDULED TO CLOSE AT 1300.



Brief of Accident (Continued)

File No. - 2408

5/17/86

CHINO, CA

A/C Reg. No. N5412W

Time (Lcl) - 0821 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
7.      IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. FLUID, FUEL - EXHAUSTION
9.      FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

10. AIRSPEED - INADEQUATE - PILOT IN COMMAND
11. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2504      5/27/86      CHINO, CA      A/C Reg. No. N43504      Time (Lcl) - 0236 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			3	0	0

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

Make/Model - PIPER PA 28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FRESNO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	EL MONTE, CA	CHINO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 115
SE LAND	Months Since - 2	Last 24 Hrs - 10
	Aircraft Type - PA28161	Make/Model- 14
		Instrument- 0
		Last 30 Days- 39
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE NON-INSTRUMENT RATED PILOT, OVERFLEW HIS HOME AIRPORT BY 23 NAUTICAL MILES UPON RETURNING FROM A NIGHT CROSS COUNTRY FLIGHT AND DESCENDED INTO A HILL. INSTRUMENT METEOROLOGICAL CONDITIONS WERE REPORTED IN THE AREA DUE TO REDUCED VISIBILITY. THE PLT HAD FLOWN 10 HRS DURING THE LAST 24 HRS.

Brief of Accident (Continued)

File No. - 2504

5/27/86

CHINO, CA

A/C Reg. No. N43504

Time (Lcl) - 0236 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - WEATHER CONDITION
4. IMPROPER DECISION, MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
5. LIGHT CONDITION - NIGHT
6. IMPROPER DECISION, 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2443      6/08/86      JULIAN, CA      A/C Reg. No. N627JC      Time (Lcl) - 1725 PDT

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

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

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

Make/Model	- CARNES OSPREY 2	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1570	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	CALEXICO, CA	
Completeness	Destination	Airport Data
Basic Weather	SAN DIEGO, CA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A

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

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 278
SE LAND	Months Since - 4	Make/Model	- 33
	Aircraft Type - C-150	Instrument	- 0
		Multi-Eng	- 2

Instrument Rating(s) - NONE

-----Narrative-----

WITNESS STATEMENTS & EXAMINATION OF THE WRECKAGE REVEALED THAT THE AIRCRAFT STRUCK THE GROUND AS A RESULT OF A STALL-SPIN TYPE ACCIDENT NEAR THE END OF THE CLOSED PORTION OF A BOX CANYON ABOUT 200 FEET BELOW THE TOP OF THE RIDGE. THE INVESTIGATION REVEALED THAT THE PILOT/BUILDER EXTENSIVELY MODIFIED THE AIRCRAFT AS BUILT FROM THE ORIGINAL PLANS/SPECIFICATIONS. ALL OF THE MODIFICATIONS ATTEMPTED BY THE PILOT WERE, ACCORDING TO THE AIRCRAFT DESIGNER, PROVEN TO INDUCE LONGITUDINAL STABILITY PROBLEMS DURING FLIGHT TESTING OF THE PROTOTYPE AIRCRAFT. THE PILOT COMMENTED TO HIS ASSOCIATES THAT HE WOULD EXPERIENCE CONTROL PROBLEMS IN TURBULENCE, REPORTEDLY SAYING THAT "IN TURBULENCE THE NOSE WOULD COME UP ALMOST VERTICAL." WINDS AT 30 KNOTS WITH GUSTS TO 40 KNOTS WERE REPORTED IN THE CANYON BY FOREST SERVICE PILOTS IN ADDITION TO MODERATE TURBULENCE.

Brief of Accident (Continued)

File No. - 2443

6/08/86

JULIAN, CA

A/C Reg. No. N627JC

Time (Lc1) - 1725 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE

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

Finding(s)

2. AIRCRAFT PERFORMANCE - INADEQUATE
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), ACFT HANDLING/PERF CAPABILITIES - MANUFACTURER
4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2469

6/17/86

DELANO, CA

A/C Reg. No. N172ET

Time (Lcl) - 1030 PDT

-----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 -POSITIONING

Flight Conducted Under -14 CFR 91

Fire  
NONE

Accident Occurred During -DESCENT

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

Make/Model - HILLER UH-12E

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3100

No. of Seats - 3

Eng Make/Model - ALLISON 250-C20

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 301 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 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

RIVERSIDE, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DELANO

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

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UH-12ET

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 300

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 50

Rotorcraft - 10000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROTOR BLADE DELAMINATED SHORTLY AFTER DEPARTING THE OPERATOR'S NORTH BASE AT DELANO, CA. THE INVESTIGATION DETERMINED THE BLADE CONTAINED EXTENSIVE VOIDS ON THE BOND LINE. THE BLADE WAS REJECTED BY THE MANUFACTURER AS BEING UNAIRWORTHY. THE OPERATOR BOUGHT THE BLADE IN AN AS IS CONDITION. THE OPERATOR COULD NOT PRODUCE ANY YELLOW SERVICEABLE TAGS. INVESTIGATOR'S COULD NOT DETERMINE WHO OVERHAULED THE BLADES.

Brief of Accident (Continued)

File No. - 2469

6/17/86

DELANO, CA

A/C Reg. No. N172ET

Time (Lcl) - 1030 PDT

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - FAILURE, PARTIAL
  2. MAINTENANCE, MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL
- 

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

Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2525      7/20/86      CORONA, CA      A/C Reg. No. N83380      Time (Lc1) - 1930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
ON GROUND

Fatal

1

Crew  
Pass

0

Injuries

Serious

0

Minor

0

None

0

0

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

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

Eng Make/Model      - LYCOMING O-360-C2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 240/010 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  
HUNTINGTON BEACH, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - DIRT  
Runway Status      - DRY

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

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

Age      - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - C-210

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4300      Last 24 Hrs      - UNK/NR  
Make/Model- 600      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- UNK/NR  
Multi-Eng      - 450      Rotorcraft      - 200

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT STATED TO FIRE PERSONNEL THAT AS HE APPROACHED TOUCHDOWN, THE SUN GOT IN HIS EYES AND A CROSS WIND PUSHED HIM OFF THE RIGHT SIDE OF HIS PRIVATE AIRSTRIP. THE AIRCRAFT LANDED HARD ON THE RIGHT WHEEL, VEERED OFF THE RIGHT SIDE OF THE RUNWAY, CARTWHEELED DOWN THE SIDE OF A HILL AND CAUGHT FIRE AFTER COMING TO REST. THE AIRSTRIP IS ON TOP OF A RIDGE WITH 30 DEG SLOPES AT THE EDGES OF THE RWY. AS CALCULATED, THE SUN WAS 5 DEG ABOVE THE HORIZON AND ABOUT 21 DEG RIGHT OF HIS CENTER VISION REFERENCE POINT. FIRE DEPARTMENT PERSONNEL SAID THE WINDS WERE ABOUT 45 DEGREES LEFT OF THE RUNWAY HEADING AT ABOUT 17 KTS WITH PEAK GUSTS OF 30 KTS. THE FACTORY FLIGHT TESTED MAXIMUM DEMONSTRATED CROSS WIND CAPABILITY OF THE AIRCRAFT IS 13 KTS. THE PRIVATE AIRSTRIP HAS NO WIND DIRECTION OR SPEED INDICATORS ON THE FACILITY.



Brief of Accident (Continued)

File No. - 2525

7/20/86

CORONA,CA

A/C Reg. No. N83380

Time (Lcl) - 1930 PDT

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

Finding(s)

1. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - UNAVAILABLE
2. WEATHER CONDITION - CROSSWIND
3. WIND INFORMATION - NOT POSSIBLE - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,LANDING CAPABILITY - EXCEEDED
5. LIGHT CONDITION - SUNGLARE
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - DOWNHILL
11. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8,9,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2524      8/02/86      UKIAH,CA      A/C Reg. No. N3Cu      Time (Lcl) - 1156 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - JAKS VOLKSPLANE VP-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1040  
No. of Seats      - 1

Eng Make/Model      - VOLKSWAGEN CONVERSION  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 70 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 30.0      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      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 220	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	4
Instrument-	1	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL FLIGHT, DURING THE LANDING ROLL, THE PLT WAS DISTRACTED AND ALLOWED THE ACFT TO VEER TO THE RIGHT SIDE OF THE RWY. THE PLT APPLIED THE BRAKES WHEN THE LEFT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2524

8/02/86

UKIAH,CA

A/C Reg. No. N3CJ

Time (Lc1) - 1156 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - PRESSURE EXCESSIVE
6. BRAKES(EMERGENCY) - EXCESSIVE - PILOT IN COMMAND
7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
8. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2585      8/06/86      CALLAHAN, CA      A/C Reg. No. N98998      Time (Lcl) - 1115 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -EXECUTIVE/CORPORATE	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 -DESCENT					

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

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTSIO-520-F-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MEDFORD, OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SANTA ROSA, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 2440
SE LAND, ME LAND	Months Since - 15	Make/Model - 370
	Aircraft Type - C-310R	Instrument - 980
		Multi-Eng - 1845
		Last 24 Hrs - 2
		Last 30 Days - 11
		Last 90 Days - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DROPPING COMPANY EXECUTIVES OFF AT MEDFORD, THE PILOT WAS TO RETURN TO SANTA ROSA EMPTY. WITNESSES ALONG THE 25 NM VALLEY WHICH ENDS AT THE ACCIDENT SITE REPORTED THAT THE AIRCRAFT BUZZED THEIR LOCATIONS AT AGL ALTITUDES VARIOUSLY DESCRIBED AS "10 FEET" AND "SO LOW YOU COULD COUNT THE RIVETS." US FOREST SVC PERSONNEL NEAR THE ACCIDENT SITE REPORTED THAT THE AIRCRAFT FLEW OVER THEIR POSITION "JUST ABOVE THE TREES" FOLLOWING THE SLOPE OF THE MOUNTAIN UPWARD. THE ACCIDENT SITE IS ON A POPULAR HIKING TRAIL THE PILOT'S GIRLFRIEND REPORTEDLY SAID SHE WOULD LIKE TO VISIT. ON SITE EXAMINATION REVEALED THAT THE AIRCRAFT FIRST CONTACTED THE UPPER 5 FEET OF THE TREETOPS IN A CLIMB ATTITUDE. NO PREIMPACT FAILURES OF THE ACFT WERE IDENTIFIED.

Brief of Accident (Continued)

File No. - 2585

8/06/86

CALLAHAN,CA

A/C Reg. No. N98998

Time (Lc1) - 1115 PDT

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

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. BUZZING - INTENTIONAL - PILOT IN COMMAND
  5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2594      8/07/86      BIG BEAR, CA      A/C Reg. No. N95370      Time (Lcl) - 1730 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	1	0
Accident Occurred During -MANEUVERING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PALM SPRINGS, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BIG BEAR, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1067
SE LAND, ME LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT PLANNED A CROSS COUNTRY FLIGHT FROM PALM SPRINGS, CA. TO THE NEARBY MOUNTAIN RESORT COMMUNITY OF BIG BEAR, CA. ENROUTE, THE PLT NAVIGATED THE ACFT OVER AN AREA WHERE THE TERRAIN WAS RISING AT A RATE FASTER THAN HIS ACFT WAS CLIMBING. THE PLT ATTEMPTED TO REVERSE COURSE BUT THERE WAS INSUFFICIENT ROOM, & THE ACFT COLLIDED WITH UPSLOPING TERRAIN. NO MECHANICAL MALFUNCTIONS OR FAILURES WERE REPORTED WITH THE ACFT.

Brief of Accident (Continued)

File No. - 2594

8/07/86

BIG BEAR, CA

A/C Reg. No. N95370

Time (Lcl) - 1730 PDT

---

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
  4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  6. TERRAIN CONDITION - RISING
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2536      8/09/86      MARKLEVILLE,CA      A/C Reg. No. N7190      Time (Lc1) - 1700 PDT

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

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

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

Make/Model - GLASS FUGEL STANDARD LIBELLE	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALPINE CO. ARPT
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4440/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 527
	Months Since - 9	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 375
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE GLASS FUGEL GLIDER REPORTED NO MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE CRASH AFTER ATTEMPTING A CIRCLE TO LAND MANEUVER. THE PILOT INDICATED HE MISJUDGED HIS ALTITUDE WITH THE UP HILL SLOPING RUNWAY. DURING THE CIRCLING MANEUVER HE FORGOT TO FLY THE AIRPLANE AND ALLOWED THE AIRSPEED TO GET TOO LOW WHICH RESULTED IN AN INFLIGHT LOSS OF CONTROL AND SPIN INTO THE GROUND.



Brief of Accident (Continued)

File No. - 2536

8/09/86

MARKLEVILLE,CA

A/C Reg. No. N7190

Time (Lc1) - 1700 PDT

-----  
Occurrence #1       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - CIRCLING(IFR)

Finding(s)

1. TERRAIN CONDITION - UPHILL
  2. PROPER GLIDEPATH - NOT IDENTIFIED - PILOT IN COMMAND
  3. LIGHT CONDITION - DAYLIGHT
  4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

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. - 2535      8/18/86      OROVILLE,CA      A/C Reg. No. N8976B      Time (Lcl) - 1330 PDT

-----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	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA 172	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-----

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

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - NO	Total - UNK/NR
	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- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF A CESSNA 172 FLEW LOW OVER A RESERVOIR WITH THE ENGINE STOPPED. THE AIRCRAFT WAS OBSERVED TO MAKE A HARD RIGHT TURN STALL AND DESCEND INTO THE WATER. THE UNINJURED PILOT EXITED THE SINKING AIRCRAFT AND WAS RESCUED BY SOME NEARBY FISHERMEN. THEY TOOK THE PILOT TO THE SHORE, DROPPED HIM OFF, AND HE HASN'T BEEN HEARD FROM SINCE THE AIRCRAFT SANK IN 300 FEET OF WATER. IT WAS NOT REPORTED WHETHER THE ACFT WAS EVER RECOVERED.

Brief of Accident (Continued)

File No. - 2535

8/18/86

OROVILLE,CA

A/C Reg. No. N8976B

Time (Lc1) - 1330 PDT

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Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
1. UNDETERMINED  
2. LIGHT CONDITION - DAYLIGHT  
-----

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

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

Finding(s)  
3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND  
-----

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

Finding(s)  
4. TERRAIN CONDITION - WATER, GLASSY  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2521      8/23/86      RAMONA, CA

A/C Reg. No. N42TJ

Time (Lcl) - 0730 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire      Crew  
NONE      Pass

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

Make/Model      - STAR-LITE UNK  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 496  
No. of Seats      - 1

Eng Make/Model      - ROTAX 447-3558731  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 40 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
RAMONA, CA  
Destination  
ROMONA, CA .

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - 38-112

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 90      Last 24 Hrs - 1  
Make/Model- 8      Last 30 Days- 11  
Instrument- 0      Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL TEST FLIGHT OF AN EXPERIMENTAL HOMEBUILT ACFT, THE PLT WAS CIRCLING APRX 700 FT AGL WHEN THE RIGHT WING SEPARATED FROM THE FUSELAGE. THE ACFT ENTERED AN UNCONTROLLABLE STEEP ANGLE DIVE AND COLLIDED WITH THE TERRAIN. INSPECTION AS TO THE CONSTRUCTION OF THE ACFT REVEALED THAT THE PLT HAD ALTERED THE DESIGN OF THE ACFT FROM THE PUBLISHED CONSTRUCTION MANUAL INSTRUCTIONS.

Brief of Accident (Continued)

File No. - 2521

8/23/86

RAMONA, CA

A/C Reg. No. N42TJ

Time (Lcl) - 0730 PST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WING - SEPARATION
  2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  4. MAINTENANCE, DESIGN CHANGE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
  6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2534      8/30/86      LA JOLLA, CA      A/C Reg. No. N2710G      Time (Lcl) - 0730 PDT

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

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

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

Make/Model	- CESSNA 182B	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1620	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	OCEANSIDE, CA	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- IMC	SAME AS ACC/INC	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 2.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- N/A
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 633
SE LAND	Months Since	Make/Model	- 380
	Aircraft Type	Instrument	- 67
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 65

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF A CESSNA 182 DITCHED INTO THE OCEAN AFTER EXPERIENCING A LOSS OF ENGINE POWER. THE WEATHER WAS INSTRUMENT METEOROLOGICAL CONDITIONS IN THE AREA. THE PILOT INDICATED THE FUEL GAUGES INDICATED LESS THAN 1/4 OF FUEL ON THE RIGHT TANK AT THE TIME OF THE ACCIDENT. THE PILOT WAS SURE HE HAD 1 HOUR AND 45 MINUTES OF FUEL AT DEPARTURE TIME. THE FLIGHT TIME WAS APPROXIMATELY 34 MINUTES. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2534

8/30/86

LA JOLLA, CA

A/C Reg. No. N2710G

Time (Lc1) - 0730 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INACCURATE - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, ROUGH
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
7. LIGHT CONDITION - DAYLIGHT
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

9. WEATHER EVALUATION - POOR - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2520

8/30/86

PINE VALLEY, CA

A/C Reg. No. N57999

Time (Lcl) - 1205 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - EIPPER QUICKSILVER MX 2  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 650  
No. of Seats - 2

Eng Make/Model - ROTAX 503  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 48 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- 300/005 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  
SAME AS ACC/INC  
Destination  
PINE VALLEY, CA

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)  
NONE

Age - 43  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	31	Last 24 Hrs -	0
Make/Model-	6	Last 30 Days-	UNK/NR	
Instrument-	UNK/NR	Last 90 Days-	0	
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR	

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER LIFT-OFF AT AN ALTITUDE OF APRX 10 FT AGL, THE ULTRALIGHT ACFT BEGAN TO SETTLE BACK TO THE DIRT RUNWAY. THE PLT TURNED THE ACFT TO THE RIGHT TO AVOID COLLIDING WITH TREES, HOWEVER, THE NOSE GEAR CAUGHT IN THE BRUSH AND THE ACFT NOSED OVER. THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION REPORTED.



Brief of Accident (Continued)

File No. - 2520

8/30/86

PINE VALLEY, CA

A/C Reg. No. N57999

Time (Lcl) - 1205 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE OVER  
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2409      8/31/86      CERRITOS, CA      A/C Reg. No. XAJED      Time (Lc1) - 1152 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AERONAVES DE MEXICO, S.A.	DESTROYED					
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	6	0	0	0
Flight Conducted Under	-14 CFR 129	ON GROUND	Pass	58	0	0	0
Accident Occurred During	-APPROACH		Other	18	0	8	0

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

Make/Model	- MCDONNELL-DOUGLAS DC-9-32	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 109000	Engine Type	- TURBOFAN		
No. of Seats	- 121	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TIJUANA, MEXICO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	LOS ANGELES INTL
Wind Dir/Speed - 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 14.0 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 - ASR	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10641
ME LAND	Months Since - 5	Make/Model - 4632
	Aircraft Type - DC-9	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days - 47
		Last 90 Days - 147
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APRX 1140 PDT, A PIPER PA-28, N4891F, DEPARTED TORRANCE, CA ON A VFR FLT TO BIG BEAR, CA. AFTER TAKEOFF, THE PLT TURNED EASTBOUND TWD THE PARADISE VORTAC WITH HIS X-PONDER SQUAWKING 1200. AT THAT TIME, AEROMEXICO FLT 498 (DC-8, MEX REGISTRY XA-JED) WAS ON ARRIVAL, RCVG NORTHBOUND VECTORS FM LAX APCH CTL (AR-1 CTLR) FOR AN ILS APCH TO THE LAX INTL ARPT. AT 1151:04, THE CTLR ASKED FLT 498 TO RDC SPD TO 190 KTS & DSCND FM 7000' TO 6000'. DRG THIS TIME, THE CTLR WAS CTLG OTR TRAFFIC & PROVIDING RADAR ADVISORIES, BUT DIDN'T SEE A DISPLAY FOR N4891F ON HIS SCOPE. AT 1152:09, N4891F & FLT 498 CONVERGED & COLLIDED AT APRX 6560', THEN FELL TO THE GND. AN INV REVEALED N4891F HAD INADVERTENTLY ENTERED THE LAX TERMINAL CONTROL AREA (TCA) & WASN'T IN RADIO CONTACT WITH ATC. LAX TRACON WASN'T EQUIPPED WITH AN AUTO CONFLICT ALERT SYS & THE ANALOG BEACON RESPONSE FM N4891F'S X-PONDER WASN'T DISPLAYED DUE TO EQUIP CONFIGURATION. N4891F'S PSN WAS DISPLAYED BY AN ALPHANUMERIC TRIANGLE, BUT THE PRIMARY TARGET WASN'T DISPLAYED DUE TO AN ATMOSPHERIC INVERSION.

Brief of Accident (Continued)

File No. - 2409

8/31/86

CERRITOS,CA

A/C Reg. No. XAJED

Time (Lc1) - 1152 PDT

Occurrence #1 MIDAIR COLLISION  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. RADAR, APPROACH/DEPARTURE - INADEQUATE
2. IDENTIFICATION OF AIRCRAFT ON RADAR - NOT ATTAINED -
3. PROCEDURE INADEQUATE - FAA(ORGANIZATION)
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
5. UNSAFE/HAZARDOUS CONDITION - INADVERTENT - PILOT OF OTHER AIRCRAFT
6. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2409

8/31/86

CERRITOS, CA

A/C Reg. No. N4891F

Time (Lcl) - 1152 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

2

0

0

0

Accident Occurred During -CLIMB

Other

79

0

8

0

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

Make/Model - PIPER PA-28-181

Eng Make/Model - LYCOMING O-360

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 250/010 KTS

Visibility - 14.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TORRANCE, CA

Destination

BIG BEAR CITY, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 53

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 231

Last 24 Hrs - 0

SE LAND

Months Since - 20

Make/Model- 214

Last 30 Days- 1

Aircraft Type - PA-28

Instrument- 21

Last 90 Days- 2

Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 1140 PDT, A PIPER PA-28, N4891F, DEPARTED TORRANCE, CA ON A VFR FLT TO BIG BEAR, CA. AFTER TAKEOFF, THE PLT TURNED EASTBOUND TWD THE PARADISE VORTAC WITH HIS X-PONDER SQUAWKING 1200. AT THAT TIME, AEROMEXICO FLT 498 (DC-8, MEX REGISTRY XA-JED) WAS ON ARRIVAL, RCVG NORTHBOUND VECTORS FM LAX APCH CTL (AR-1 CTLR) FOR AN ILS APCH TO THE LAX INTL ARPT. AT 1151:04, THE CTLR ASKED FLT 498 TO RDC SPD TO 190 KTS & DSCND FM 7000' TO 6000'. DRG THIS TIME, THE CTLR WAS CTG OTR TRAFFIC & PROVIDING RADAR ADVISORIES, BUT DIDN'T SEE A DISPLAY FOR N4891F ON HIS SCOPE. AT 1152:09, N4891F & FLT 498 CONVERGED & COLLIDED AT APRX 6560', THEN FELL TO THE GND. AN INV REVEALED N4891F HAD INADVERTENTLY ENTERED THE LAX TERMINAL CONTROL AREA (TCA) & WASN'T IN RADIO CONTACT WITH ATC. LAX TRACON WASN'T EQUIPPED WITH AN AUTO CONFLICT ALERT SYS & THE ANALOG BEACON RESPONSE FM N4891F'S X-PONDER WASN'T DISPLAYED DUE TO EQUIP CONFIGURATION. N4891F'S PSN WAS DISPLAYED BY AN ALPHANUMERIC TRIANGLE, BUT THE PRIMARY TARGET WASN'T DISPLAYED DUE TO AN ATMOSPHERIC INVERSION.

Brief of Accident (Continued)

File No. - 2409

8/31/86

CERRITOS, CA

A/C Reg. No. N4891F

Time (Lcl) - 1152 PDT

Occurrence #1            MIDAIR COLLISION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. RADAR, APPROACH/DEPARTURE - INADEQUATE
2. IDENTIFICATION OF AIRCRAFT ON RADAR - NOT ATTAINED -
3. PROCEDURE INADEQUATE - FAA(ORGANIZATION)
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. UNSAFE/HAZARDOUS CONDITION - INADVERTENT - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
7. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2522      9/02/86      CHULA VISTA,CA      A/C Reg. No. N64596      Time (Lcl) - 1225 PDT

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

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

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

Make/Model - STEEN SKYBOLT UNK	Eng Make/Model - CONTINENTAL E185-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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 DIEGO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL CAJON,CA	Runway Ident - N/A
Wind Dir/Speed- 290/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 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	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,FLT ENG	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 40
	Aircraft Type - B-767	Instrument- UNK/NR
		Multi-Eng - 10000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, THE AIRCRAFT WAS OBSERVED TO MAKE A CLIMBING RIGHT TURN TO THE INVERTED POSITION. WHEN OBSERVED A FEW SECONDS LATER, THE AIRCRAFT WAS RIGHT SIDE UP IN A SHALLOW SPIN. THE AIRCRAFT REMAINED IN THIS POSITION UNTIL COLLIDING WITH THE TERRAIN. INSPECTION OF THE WRECKAGE REVEALED NO SIGN OF FUEL IN THE FUEL TANKS OR AROUND THE WRECKAGE SITE.

Brief of Accident (Continued)

File No. - 2522

9/02/86

CHULA VISTA, CA

A/C Reg. No. N64596

Time (Lc1) - 1225 PDT

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

Finding(s)

1. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
4. AEROBATICS - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2519      9/18/86      LEMOORE, CA      A/C Reg. No. N688SB      Time (Lcl) - 0530 PDT

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 305 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEMORE NAS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 5000
SE LAND	Months Since - 8	Make/Model- 3003
HELICOPTER	Aircraft Type - B-47	Instrument- 5010
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPTD THAT WHILE RETURNING TO THE LOADING AREA AFTER SPRAYING A FIELD, HE HEARD A LOUD POP EMANATING FROM THE ENGINE COMPARTMENT. SHORTLY THEREAFTER HE OBSERVED A FIRE IN THE ENGINE COMPARTMENT AND LOST FORWARD AND AFT CONTROL OF THE HELICOPTER. THE PLT IMMEDIATELY EXECUTED AN AUTOROTATION. THE HELICOPTER ROLLED OVER ONTO ITS SIDE ON TOUCH DOWN. THE POST-ACCIDENT INVESTIGATION ENGINE EXAMINATION DISCLOSED THAT THE NUMBER 3 CONNECTING ROD BOLTS FAILED. FURTHER EXAMINATION REVEALED THAT THE REMAINING CON ROD BOLTS TORQUE VALUES WERE ABT 50% LESS THAN THE REQUIRED VALUES.



Brief of Accident (Continued)

File No. - 2519

9/18/86

LEMOORE, CA

A/C Reg. No. N688SB

Time (Lcl) - 0530 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
  2. ENGINE ASSEMBLY,CONNECTING ROD - OVERLOAD
  3. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2539      9/27/86      PALM SPRINGS, CA      A/C Reg. No. N2673H      Time (Lcl) - 1540 PDT

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

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

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

Make/Model - SCHWEIZER SGS-1-35C	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HEMET, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 320/035 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 121
	Months Since - 8	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE ACFT WAS NOT GETTING THE LIFT REQUIRED TO MAINTAIN ALT. THE PLT DECIDED TO RETURN TO THE ARPT, HOWEVER, ENROUTE THE PLT REALIZED THAT HE WOULD NOT MAKE IT BACK TO THE RWY. THE PLT DECIDED TO LAND IN AN EAST WEST DIRECTION ON A SANDY AREA AND DID NOT REALIZE UNTIL ON FINAL APPROACH THAT HE HAD A CONSIDERABLE CROSSWIND. ON SHORT FINAL THE NOSE OF THE ACFT RAISED, THE LEFT WING DROPPED AND THE ACFT ENTERED A SPIN. THE ACFT COLLIDED WITH THE TERRAIN IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2539

9/27/86

PALM SPRINGS, CA

A/C Reg. No. N2673H

Time (Lcl) - 1540 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SOFT

-----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

Brief of Accident

File No. - 2468      10/04/86      LUCERNE VALLEY,CA      A/C Reg. No. N1750C      Time (Lcl) - 1630 PDT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA ANA,CA	SOGGY DRY LAKE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1965
SE LAND	Months Since - 12	Make/Model- 1125
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE WIND HAD BEEN LIGHT AND VARIABLE WITH INTERMITTENT GUSTS AND ON THE TAKE-OFF ROLL AS THE NOSE OF THE AIRCRAFT SUDDENLY SWUNG 30 DEGREES TO THE LEFT AND HE WAS UNABLE TO COMPENSATE WITH RIGHT RUDDER. THE RIGHT WING TIP THEN DUG INTO THE GROUND AND THE AIRCRAFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2468

10/04/86

LUCERNE VALLEY, CA

A/C Reg. No. N1750C

Time (Lcl) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - UNFAVORABLE WIND
- 

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

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

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

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. - 2532      10/04/86      LINCOLN, CA      A/C Reg. No. N63SM      Time (Lcl) - 1500 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      - SMITH & R. MATHEWS RV-4  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 320/012 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  
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

LINCOLN MUNICIPAL  
Runway Ident      - 15  
Runway Lth/Wid      - 6000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 61  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type - BE-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3189      Last 24 Hrs - 1  
Make/Model- 6      Last 30 Days- 3  
Instrument- 1043      Last 90 Days- 6  
Multi-Eng - 2900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL TEST FLIGHT OF AN EXPERIMENTAL HOME BUILT ACFT, THE ENGINE EXPERIENCED A TOTAL LOSS OF POWER AT APRX 3000 FT AGL. UNABLE TO RETURN TO THE AIRPORT, THE PLT LANDED IN AN OPEN FIELD. APRX ONE FT ABOVE THE TWO FOOT HIGH GRASS, THE PLT RAISED THE NOSE TO FLARE WHEN THE ACFT ENTERED A STALL. THE LEFT WING DROPPED AND DRAGGED ON THE GROUND. THE MAIN LANDING GEAR COLLAPSED UPON TOUCHDOWN AND THE ACFT NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT A SAFETY WIRE HAD NOT BEEN INSTALLED AND THE GASALATOR WAS LOOSE. APRX 1 TABLESPOON OF FUEL WAS FOUND IN THE FUEL LINES BETWEEN THE GASALATOR AND THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2532

10/04/86

LINCOLN, CA

A/C Reg. No. N63SM

Time (Lcl) - 1500 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - UNCONTROLLED - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - CROP

Occurrence #5      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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2518      11/02/86      LUCERNE VALLEY, CA      A/C Reg. No. N70FM      Time (Lcl) - 1000 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

ON GROUND

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

Make/Model        - AERO COMMANDER 520  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6750  
No. of Seats      - 6

Eng Make/Model    - LYCOMING G0-435-C2  
Number Engines    - 2  
Engine Type        - RECIPROCATING-CARBURETOR  
Rated Power        - 265 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- 010/010 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  
CORONA, CA  
Destination  
CORONA, CA

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  
SE LAND, ME LAND

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - 520

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total - 700  
Make/Model- 200  
Instrument- UNK/NR  
Multi-Eng - 350  
Last 24 Hrs - UNK/NR  
Last 30 Days- 5  
Last 90 Days- 10  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLT, THE PLT REPORTED THAT THE RIGHT ENGINE CAUGHT ON FIRE. THE PLT MADE A LANDING ON DRY LAKE BED AND DISEMBARKED FROM THE PLANE EXAMINATION OF THE WRECKAGE REVEALED THAT THE PATH OF THE LANDING ROLL SHOWED NO SIGNS OF MELTED METAL OR DEBRI. THERE WAS A LARGE FUEL STAIN VISIBLE AROUND THE REMAINS OF THE RIGHT WING, RIGHT ENGINE AND RIGHT COWLING. THE ENGINE COMPONENTS AND ACCESSORIES SHOWED MODERATE HEAT DISTRESS WITH NO EVIDENCE OF A BLOW TORCH EFFECT. THE RIGHT WING FUEL SUMP DRAIN VALVE WAS LOCATED INSIDE A CUP OF MELTED ALUMINUM AND WAS IN THE OPEN POSITION.



Brief of Accident (Continued)

File No. - 2518

11/02/86

LUCERNE VALLEY, CA

A/C Reg. No. N70FM

Time (Lcl) - 1000 PST

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Occurrence #1      FIRE  
Phase of Operation      STANDING

Finding(s)  
1. FUEL SYSTEM, DRAIN - OPEN  
2.    UNDETERMINED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2497      11/07/86      LOS ANGELES, CA      A/C Reg. No. N68043      Time (Lcl) - 0315 PST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-CONTINENTAL AIRLINES, INC	NONE					
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	Fatal	0	1	2
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	1
Accident Occurred During	-CRUISE						11
							108

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

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6-6	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES	
Max Gross Wt	- 572000	Engine Type	- TURBOJET			
No. of Seats	- 267	Rated Power	- 40000 LBS THRUST			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	LOS ANGELES, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PAPEETE, TAHITI	
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16000
ME LAND	Months Since - 2	Make/Model- 1700
	Aircraft Type - DC-10	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 215
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN STATED THAT ABOUT 90 MIN AFTER DEPARTURE, THE ACFT EXPERIENCED AN ABRUPT PITCH-UP, FOLLOWED BY AN ABRUPT PITCH-DOWN. DRG THE OCCURRENCE, ONE FLT ATTENDANT WAS SERIOUSLY INJURED; TWO FLT ATTENDANTS & ONE PASSENGER RECEIVED MINOR INJURIES. THE AUTOPILOT WAS DISENGAGED & THE FLT RETURNED TO LOS ANGELES WHERE THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT. AN INVESTIGATION REVEALED THE OUTPUT FROM THE #2 (1ST OFFICER'S) CONTROL WHEEL SENSOR, PN 1936100-4, HAD BECOME ERRACTIC.

Brief of Accident (Continued)

File No. - 2497

11/07/86

LOS ANGELES, CA

A/C Reg. No. N68043

Time (Lcl) - 0315 PST

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - ERRATIC
- 

Occurrence #2        ABRUPT MANEUVER  
Phase of Operation    CRUISE - NORMAL

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---Probable Cause---

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2433      11/12/86      LIVERMORE, CA      A/C Reg. No. N8386N      Time (Lcl) - 1755 PST

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

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

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

Make/Model	- BEECH D55	Eng Make/Model	- CONTINENTAL IO-520-C2B	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 070/010 KTS	LIVERMORE	
Visibility	- 10.0 SM	Runway Ident	- 07
Lowest Sky/Clouds	- 20000 FT SCATTERED	Runway Lth/Wid	- 4000/ 100
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2425	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 11	Make/Model - 256	Last 30 Days - 21
	Aircraft Type - D55	Instrument - UNK/NR	Last 90 Days - 52
		Multi-Eng - 256	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT STARTED THE TAKEOFF ROLL, BECAME AIRBORNE AT ABOUT 1000 FEET DOWN THE RUNWAY, CLIMBED TO AN ALTITUDE OF ABOUT 50 FEET, ROLLED TO THE LEFT AND CRASHED INVERTED ONTO A PARALLEL TAXIWAY AT ABOUT MID FIELD. THERE WAS NO FIRE. EXAM OF WRECKAGE REVEALED THAT THE FUEL SEL FOR RT ENG WAS ON RT MAIN WHILE SEL FOR LT ENG WAS ON AUX FUEL TK. OP MANUAL STATES THEY SHOULD BOTH BE ON MAINS FOR TKOF. LT PROPS WERE FD NEARLY STRAIGHT WHILE RT PROPS WERE FOUND BENT REARWARD.

Brief of Accident (Continued)

File No. - 2433

11/12/86

LIVERMORE, CA

A/C Reg. No. N8386N

Time (Lcl) - 1755 PST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND

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

-----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. - 2498      11/24/86      FRESNO,CA      A/C Reg. No. N8741H      Time (Lcl) - 1320 PST

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

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

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

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W PW1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

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

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9039
SE LAND	Months Since - 24	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 107
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE COLLIDED WITH TELEPHONE LINES WHILE CONDUCTING AN AERIAL APPLICATION OPERATION. THE PILOT REPORTED THAT HE WAS FAMILIAR WITH THE AREA. HE SURVEYED THE FIELD, IN FLIGHT, BEFORE HE COMMENCED THE SPRAYING ACTIVITIES. THE PILOT DID NOT REPORT, NOR DID THE INVESTIGATION DETERMINE, ANY AIRPLANE PREEXISTING MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 2498

11/24/86

FRESNO,CA

A/C Reg. No. N8741H

Time (Lc1) - 1320 PST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2.    VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2593      12/01/86      CALIPATRIA, CA      A/C Reg. No. N2770N      Time (Lcl) - 1545 PST

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

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

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T-53-11B	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 8238	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 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>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>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> <p>SOFT</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 - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - B-206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13540</p> <p>Make/Model- 230</p> <p>Instrument- 50</p> <p>Multi-Eng - 20</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 40</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 2100</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AT THE BEGINNING OF AN AERIAL APPLICATION FLIGHT, THE PILOT MADE A CLIMBING 180 DEGREE RIGHT TURN IN THE REVERSE DIRECTION WHEN THE ROTOR RPM BEGAN TO DROP. THE PILOT CONTINUED TO RAISE COLLECTIVE, LOST DIRECTIONAL CONTROL AND COLLIDED WITH THE TERRAIN APPROXIMATELY 100 YARDS FROM THE INITIAL LIFT-OFF POINT. THE REASON FOR THE POWER LOSS WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 2593

12/01/86

CALIPATRIA,CA

A/C Reg. No. N2770N

Time (Lc1) - 1545 PST

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

Finding(s)

1. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
  2. UNDETERMINED
  3. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2467      12/26/86      GORMAN, CA      A/C Reg. No. N50U      Time (Lcl) - 1915 PST

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

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

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

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

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2080
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 126
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR
		Multi-Eng - 988

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DESCENDED INTO MOUNTAINOUS TERRAIN DURING A NIGHT CROSS-COUNTRY FLIGHT. THE SURVIVING PILOT STATED THAT HE WAS ATTENDING TO PAPERWORK AND WHEN HE LOOKED UP HE TURNED ON THE LANDING LIGHT IN TIME TO SEE TREES JUST PRIOR TO IMPACT. HE FURTHER STATED THAT THE RIGHT SEAT PILOT WAS FLYING THE AIRCRAFT AT 8,500 FEET WHEN HE LAST NOTICED. THE ACCIDENT OCCURRED AT AN ELEVATION OF 6,500 FEET.

Brief of Accident (Continued)

File No. - 2467

12/26/86

GORMAN,CA

A/C Reg. No. N50U

Time (Lcl) - 1915 PST

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

Finding(s)

1. ALTITUDE - NOT MAINTAINED - COPILOT
  2. LIGHT CONDITION - DARK NIGHT
  3. ALTITUDE - NOT CORRECTED - PILOT IN COMMAND
  4. TERRAIN CONDITION - HIGH TERRAIN
  5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
- 

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

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

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. - 2404

3/23/86

DANBURY, CT

A/C Reg. No. N80021

Time (Lcl) - 1115 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D36  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 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  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DANBURY MUNI  
Runway Ident - 17  
Runway Lth/Wid - 3135/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 269  
Make/Model - 5  
Instrument - 0  
Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - 3

Instrument Rating(s) - NONE

-----Narrative-----

PILOT TOUCHED DOWN LONG ON 3135 FOOT RUNWAY, EXCEEDING THE BRAKING ACTION OF THE AIRCRAFT, RAN OFF END OF RUNWAY INTO A DITCH CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PILOT, THE SOLE OCCUPANT RECEIVED NO INJURIES.

Brief of Accident (Continued)

File No. - 2404

3/23/86

DANBURY,CT

A/C Reg. No. N80021

Time (Lc1) - 1115 EST

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

Finding(s)  
1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND  
2. DISTANCE - MISJUDGED - PILOT IN COMMAND  
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND  
-----

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

Finding(s)  
4. TERRAIN CONDITION - DITCH  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2402      4/28/86      WOODSTOCK,CT      A/C Reg. No. N3235V      Time (Lcl) - 1800 EDT

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>GEORGE CAMPERT MEMORIAL</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 1700/ 60</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 54</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 - 39</p> <p>Make/Model- 28</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 36</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT IN A CESSNA 150 WAS MAKING A TOUCH AND GO. HE RAISED THE FLAPS AND THEN ADDED POWER. HE LOOKED OVER TO SEE IF THE FLAPS WERE RETRACTING AND WHEN HE LOOKED STRAIGHT AHEAD THE LEFT WHEEL WAS OFF THE RUNWAY IN SOFT TERRAIN. HE REDUCED POWER AND THE AIRCRAFT DRIFTED FURTHER LEFT OFF THE RUNWAY RECEIVING SUBSTANTIAL DAMAGE. THE STUDENT PILOT WAS UNINJURED. THE CROSSWIND WAS FROM THE RIGHT.

Brief of Accident (Continued)

File No. - 2402

4/28/86

WOODSTOCK,CT

A/C Reg. No. N3235V

Time (Lcl) - 1800 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN  
Phase of Operation      TAKEOFF

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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. - 2516      8/02/86      HARTFORD, CT      A/C Reg. No. N6637E      Time (Lcl) - 1400 EDT

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

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

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

Make/Model	- BEECH C24R	Eng Make/Model	- LYCOMING IO360A1B6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	HARTFORD, CT	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	NANTUCKET, MA	HARTFORD
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 5.0 SM	ATC/Airspace	- 20
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- 4418/ 150
Lowest Ceiling	- UNK/NR	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1671
SE LAND, ME LAND	Months Since - 3	Make/Model	- 123
	Aircraft Type - UNK/NR	Instrument	- 42
		Multi-Eng	- 309
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 195

Instrument Rating(s) - NONE

-----Narrative-----

THE BEECH 24R PILOT NOTICED A BUILD-UP OF A SUBSTANCE ON THE WINDSHIELD. HE ALSO EXPERIENCED A PROBLEM CONTROLLING THE PROPELLER. HE SAID UPON LANDING HE COULD NOT JUDGE FORWARD VISIBILITY AND FLARED HIGH (30-40 FT). THE PILOT REPORTED THAT THE AIRCRAFT BOUNCED ONCE. THERE WAS NO DAMAGE TO THE AIRCRAFT. THE FAA FOUND A FAILED FITTING ON THE PROPELLER.



Brief of Accident (Continued)

File No. - 2516

8/02/86

HARTFORD,CT

A/C Reg. No. N6637E

Time (Lcl) - 1400 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,HUB - LEAK
2. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DAYLIGHT
5. FLARE - MISJUDGED - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND 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) 2,5

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. - 2559      10/11/86      MONTVILLE, CT      A/C Reg. No. N2799Z      Time (Lcl) - 0850 EST

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

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

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

Make/Model      - RAVEN S60A	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      - 1600	Engine Type      - N/A		
No. of Seats      - 2	Rated Power      - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	NO. STONINGTON, CT	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed      - 090/010 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 20.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - UNK/NR	Type of Clearance      - NONE	Runway Surface      - DIRT
Lowest Ceiling      - UNK/NR	Type Apch/Lndg      - STRAIGHT-IN	Runway Status      - HIGH VEGETATION
Obstructions to Vision      - NONE	FULL STOP	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 39	Medical Certificate      - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - NO	Total      - UNK/NR
	Months Since      - 0	Make/Model      - 31
FREE BALLOON	Aircraft Type      - UNK/NR	Instrument      - UNK/NR
		Multi-Eng      - UNK/NR
		Last 24 Hrs      - 1
		Last 30 Days      - UNK/NR
		Last 90 Days      - 34
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

WHILE LANDING IN A FIELD. THE BALLOON ENCOUNTERED STRONG WINDS AND WAS PUSHED INTO TREES AND BRUSH CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2559

10/11/86

MONTVILLE,CT

A/C Reg. No. N2799Z

Time (Lcl) - 0850 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

3. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2568      12/29/86      STRATFORD,CT      A/C Reg. No. N1901G      Time (Lcl) - 1110 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries			
	MINOR		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 -MANEUVERING		Other	0	1	0	0

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

Make/Model - KOSCH WHITEHEAD #21	Eng Make/Model - CHOTIA 09	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 28 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- 020/005 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - THIN OVC</p> <p>Lowest Ceiling - 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>SIKORSKY MEMORIAL AIRPORT</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4683/ 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>Age - 47</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 16</p> <p style="padding-left: 20px;">Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 50</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- 5</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) - NONE

-----Narrative-----

THE EXPERIMENTAL AIRCRAFT WAS MAKING TAXI TESTS ON AN ABANDONED TAXIWAY WHEN IT BECAME AIRBORNE. A PHOTOGRAPHER RUSHED OUT FROM A MARKED SAFETY AREA DIRECTLY IN THE FLIGHT PATH OF THE AIRCRAFT AND WAS STRUCK BY THE AIRCRAFT RECEIVING A BROKEN ARM. THE AIRCRAFT RECEIVED MINOR DAMAGE, LANDING SAFELY WITH THE PILOT NOT INJURED.

Brief of Accident (Continued)

File No. - 2568

12/29/86

STRATFORD,CT

A/C Reg. No. N1901G

Time (Lc1) - 1110 EST

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

Finding(s)

1. OBJECT - OTHER PERSON
2. LIGHT CONDITION - DAYLIGHT
3. JUDGEMENT - POOR - OTHER PERSON
4.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - OTHER PERSONNEL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2426      11/17/86      BUFORD,GA      A/C Reg. No. N2192S      Time (Lcl) - 0440 EST

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

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

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

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FARMINGDALE,NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CHAMBLEE,GA	DEKALB-PEACHTREE
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - 20L
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 474
SE LAND,ME LAND,SE SEA	Months Since - 11	Make/Model- 69
	Aircraft Type - PA-28	Instrument- 76
		Multi-Eng - 18
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 8
		Rotorcraft - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE OPERATOR, CYLINDERS HAD RECENTLY BEEN REPLACED ON THE ENG & PLTS HAD BEEN INSTRUCTED TO OPERATE THE ENG AT 75% POWER WITH THE MIXTURE RICHER THAN NORMAL DURING A BREAK-IN PERIOD. ON THIS FLT, THE PLT TOOK OFF WITH A FULL LOAD OF FUEL. AS HE APCHD THE VICINITY OF ATHENS, GA, HE INFORMED ARTCC THAT HE WOULD LIKE TO DIVERT DUE TO LOW FUEL; HOWEVER, THE CLOSEST ARPT WAS BELOW MINS. THE NEXT CLOSEST ARPT WAS HIS DESTINATION. WHILE BEING VECTORED FOR AN ILS APCH, THE ENG LOST POWER DUE TO FUEL EXHAUSTION. DURING A FORCED LANDING, THE ACFT HIT TREES, THEN CRASHED TO THE GROUND. THERE WAS MINIMAL COMPROMISE OF THE CABIN AREA DURING THE ACNT; HOWEVER, BOTH OCCUPANTS DIED SOON AFTER THE ACFT CRASHED. THERE WAS EVIDENCE THAT BOTH OCCUPANTS HIT THE INSTRUMENT PANEL DURING IMPACT. THE PLT HAD BRUISES WHICH WERE CONSISTENT WITH THE USE OF SHOULDER HARNESS, BUT THE PASSENGER HAD NO SUCH BRUISES.

Brief of Accident (Continued)

File No. - 2426

11/17/86

BUFORD,GA

A/C Reg. No. N2192S

Time (Lc1) - 0440 EST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. FLIGHT TO ALTERNATE DESTINATION - NOT POSSIBLE -
6. FLUID,FUEL - EXHAUSTION
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

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

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. WEATHER CONDITION - LOW CEILING
10. WEATHER CONDITION - RAIN
11. WEATHER CONDITION - FOG
12. OBJECT - TREE(S)

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,4,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2427      12/09/86      MADISON,GA      A/C Reg. No. N2464D      Time (Lcl) - 1215 EST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MADISON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 09
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Lth/Wid - 1650/ 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 900 FT	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10144
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ALTHOUGH THERE WERE NO WITNESSES TO THE CRASH, ONE WITNESS DID OBSERVE THE ACFT TAXIING AT A VERY SLOW SPEED TOWARD THE DEPT END OF THE RWY. ABT 30 MINS LATER THE WRECKAGE WAS FD IN A FLD EAST OF THE AIRSTRIIP. EXAM INDICATED IT COLLIDED W THE GD IN A NEAR VERTICAL ATTITUDE SIMILAR TO AN ACFT THAT HAD STALLED AFT TKOF. THE #5 EXH VALVE WAS FOUND SEIZED IN THE OPEN POSITION. CONDITIONS WERE CONDUCIVE TO CARB ICE AND THE PLT HANDBOOK CAUTIONS AGAINST CARB ICE FORMING ON THE GD AT IDLE SPEEDS. IN ADDITION, RCDS INDICATED THE ACT WAS AUTHRZD USE OF AUTO FUEL AND AN FAA AC INDICATED CARB ICE FORMS IN LESS TIME AND AT HIGHER TEMPS THAN AV GAS.



Brief of Accident (Continued)

File No. - 2427

12/09/86

MADISON, GA

A/C Reg. No. N2464D

Time (Lc1) - 1215 EST

Occurrence #1      LOSS OF POWER

Phase of Operation      TAKEOFF

1. ENGINE ASSEMBLY, VALVE - JAMMED

2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. STALL - INADVERTENT - PILOT IN COMMAND

5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2435      12/23/86      SAVANNAH,GA      A/C Reg. No. N4137Q      Time (Lcl) - 1810 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

SUBSTANTIAL

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Serious

2

1

Minor

0

3

None

0

0

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

Make/Model - CESSNA 310N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520  
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 - IMC  
Wind Dir/Speed- 110/014 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - 200 FT  
Lowest Ceiling - 200 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
TAMPA,FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

SAVANNAH INTERNATIONAL  
Runway Ident - 09  
Runway Lth/Wid - 9003/ 150  
Runway Surface - DIRT  
Runway Status - WET  
HIGH VEGETATION

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 30  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total - 2800  
Make/Model- 1200  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 50  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ILS RWY 9 APPROACH ACFT DISAPPEARED FROM RADAR AT ONE MILE SHORT OF RWY. ACFT IMPACTED IN LEVEL ATTITUDE WITH LANDING GEAR EXTENDED ON A NORTHERLY HEADING ONE HALF MILE SHORT AND ABOUT ONE QUARTER MILE LEFT OF RWY CENTERLINE. PLT AND CFI BOTH STATED THE ACFT WAS TURNED RIGHT TO FLY CENTERLINE. PLT BECAME SPATIALLY DISORIENTED DURING APPROACH AND ALLOWED ACFT TO TURN NEARLY 90 DEGREES OFF COURSE AND DESCEND BELOW DECISION HEIGHT.

Brief of Accident (Continued)

File No. - 2435

12/23/86

SAVANNAH,GA

A/C Reg. No. N4137Q

Time (Lc1) - 1810 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - LOW CEILING
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  5. DECISION HEIGHT - BELOW - PILOT IN COMMAND
  6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

7. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2499      11/01/86      MUSTANG ISLAND,GM      A/C Reg. No. N5741K      Time (Lcl) - 1400 CST

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CORPUS CHRISTI, TX	Runway Ident - N/A
Wind Dir/Speed - 090/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision - NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7441
SE LAND, ME LAND	Months Since - 6	Make/Model - 4500
HELICOPTER	Aircraft Type - B-206B	Instrument - 620
		Multi-Eng - 658
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 24
		Rotorcraft - 6181

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACFT EXPERIENCED A POWER LOSS IMMEDIATELY AFTER TAKEOFF FROM AN OFFSHORE PLATFORM IN THE GULF OF MEXICO. THE PLT HELD COLLECTIVE TO CLEAR THE RIG AND THEN POPPED THE FLOATS AND AUTOROTATED TO THE WATER. THE AUTO WAS SUCCESSFUL, HOWEVER, THE ACFT WAS STRUCK BY A 5' WAVE AND ROLLED OVER. BOTH OCCUPANTS EGRESSED WITHOUT PROBLEM AND THE PAX SWAM TO THE RIG. THE PLT INFLATED HIS LIFE VEST AND WAS SWEEPED AWAY BY THE CURRENT AND SWAM ASHORE 14 HOURS LATER. INVESTIGATION REVEALED THAT THE COMPRESSOR DISCHARGE PRESSURE (PC) LINE WAS DISCONNECTED FROM THE BACK OF THE ENG FUEL CONTROL. A LEAK OR SEPARATION OF THE PC LINE WOULD CAUSE THE FUEL SCHEDULE TO REDUCE ENG SPEED TO BELOW FLT IDLE. NO RECENT MAINTENANCE HAD BEEN PERFORMED ON THE FUEL CONTROL OR THE LINE.

Brief of Accident (Continued)

File No. - 2499

11/01/86

MUSTANG ISLAND, GM

A/C Reg. No. N5741K

Time (Lcl) - 1400 CST

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - LEAK
  2. BLEED AIR SYSTEM, SENSITIVE VALVE - DISCONNECTED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ROLL 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2416      6/07/86      HANALEI, HI      A/C Reg. No. N29906      Time (Lc1) - 1627 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -SIGHT SEEING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During      -MANEUVERING			0	4	0
					None

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

Make/Model      - BELL 206B	Eng Make/Model      - ALLISON 250-C20	ELT Installed/Activated      - YES/YES
Landing Gear      - SKID	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 3200	Engine Type      - TURBOSHAFT	
No. of Seats      - 5	Rated Power      - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	HANALEI, HI	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	PRINCEVILLE
Wind Dir/Speed- 060/020 KTS	ATC/Airspace	Runway Ident      - 05
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 3400/ 40
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - DIRT
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 7682
SE LAND	Months Since      - 5	Make/Model- 2005
HELICOPTER	Aircraft Type      - 206L	Instrument- 0
		Last 24 Hrs      - 3
		Last 30 Days- 110
		Last 90 Days- 328
		Rotorcraft      - 7682

Instrument Rating(s)      - NONE

-----Narrative-----

THE HELICOPTER HAD JUST DEPARTED RUNWAY 05. GROUND WITNESSES AND SEVERAL OCCUPANTS IN THE HELICOPTER REPORTED THAT WHEN IT WAS ABOUT 150 FT AGL IT SUSTAINED A TOTAL ENGINE POWER LOSS. THE PILOT IMMEDIATELY ENTERED INTO AN ABRUPT RIGHT TURN AUTOROTATION. THE AIRPORT IS LOCATED ON A PLATEAU AND THE SURROUNDING TERRAIN SLOPES DOWNWARD. THE HELICOPTER CRASHED ABOUT 100 YARDS EAST OF THE DEPARTURE END OF THE RUNWAY. POST-IMPACT EXAMINATION OF THE ENGINE DISCLOSED IT WAS NOT OPERATING AT IMPACT. THE ENGINE OPERATED NORMALLY WHEN TESTED DURING THE INVESTIGATION. THE AIRFRAME FUEL FILTER CONTAINED DISCOLORED FUEL AND SOME CONTAMINATES; THE FUEL DOWNSTREAM, HOWEVER, WAS FREE OF ANY DISCOLORATION AND/OR CONTAMINATES.

Brief of Accident (Continued)

File No. - 2416

6/07/86

HANALEI, HI

A/C Reg. No. N29906

Time (Lcl) - 1627 HST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
3. TERRAIN CONDITION - DOWNHILL
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      HARD 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

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. - 2544      7/05/86      IOWA CITY, IA      A/C Reg. No. N1130P      Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model        - PIPER PA-23-150  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats       - 5

Eng Make/Model - LYCOMING O-320-3B  
Number Engines - 2  
Engine Type     - RECIPROCATING-CARBURETOR  
Rated Power     - 160 HP

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/025 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  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

IOWA CITY  
Runway Ident       - 17  
Runway Lth/Wid    - 4299/ 150  
Runway Surface    - CONCRETE  
Runway Status      - DRY

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

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

Age - 22  
Biennial Flight Review  
Current            - YES  
Months Since      - 4  
Aircraft Type     - PA23160

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 1150      Last 24 Hrs - UNK/NR  
Make/Model-       50            Last 30 Days- UNK/NR  
Instrument-        21            Last 90 Days- UNK/NR  
Multi-Eng -        50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR STATED THAT HE HAD PLANNED TO CONDUCT AN ENGINE-OUT DRILL AFTER TAKEOFF BY REDUCING POWER TO THE STARBOARD ENGINE. DURING THE ENGINE-OUT DRILL THE STUDENT REDUCED POWER TO THE OPERATING ENGINE AND THE AIRCRAFT LANDED HARD BACK ON THE RUNWAY BEFORE THE CFI COULD TAKE REMEDIAL ACTION.



Brief of Accident (Continued)

File No. - 2544

7/05/86

IOWA CITY, IA

A/C Reg. No. N1130P

Time (Lc1) - 1200 CDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DUAL STUDENT
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND(CFI)
5. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - DETERIORATED
7.      REMEDIAL ACTION - NOT FOLLOWED - DUAL STUDENT
8. REMEDIAL ACTION - NOT FOLLOWED - PILOT IN COMMAND(CFI)

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2566      4/26/86      GRANGEVILLE, ID      A/C Reg. No. N8165K      Time (Lcl) - 2305 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation      -PERSONAL

Fire      Crew      Pass

Flight Conducted Under      -14 CFR 91

ON GROUND

Accident Occurred During      -MANEUVERING

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

Make/Model      - STINSON 108-1

Eng Make/Model - FRANKLIN GA4-165-B3

ELT Installed/Activated - YES/NO

Landing Gear      - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt      - 2100

Engine Type      - RECIPROCATING-CARBURETOR

No. of Seats      - 4

Rated Power      - 165 HP

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

Weather Data

Wx Briefing      - FSS

Method      - ACFT RADIO

Completeness      - FULL

Basic Weather      - IMC

Wind Dir/Speed- 170/005 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      -

Lowest Ceiling      - 3500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - RAIN

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

PULLMAN, WA

Destination

BOISE, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 39

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 10000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT CALLED FSS OVER LWS FOR WX BRIEF LWS-BKE-BOI. VFR NOT RECOMMENDED FOR ROUTE, MOUNTAINS OBSCURED IN RAIN SHOWERS. PLT CALLED FSS 30 MIN LATER, REPORTED LOST IN CLOUDS ATTEMPTING ROUTE. RADIO CONTACT LOST BEFORE LOCATION ESTABLISHED (2305 MST, 04-26-86). WRECKAGE LOCATED RISING TERRAIN AT 4500-FT ELEVATION. THE ACFT WAS LOCATED BY A U.S. FOREST SERVICE ACFT ON 07/31/87, 33 MILES NW OF GRANGEVILLE, ID.

Brief of Accident (Continued)

File No. - 2566

4/26/86

GRANGEVILLE, ID

A/C Reg. No. N8165K

Time (Lcl) - 2305 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN

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

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. WEATHER CONDITION - OBSCURATION

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2595      1/19/86      VALLEY VIEW, IL

A/C Reg. No. N52949

Time (Lcl) - 1602 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire      Crew      0  
NONE      Pass      1

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

Make/Model      - CESSNA 177RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model - LYCOMING IO-360-A1B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
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- 350/008 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling      - 1800 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DELEVAN, WI  
Destination  
PLAINFIELD, IL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type - PA18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 1449	Last 24 Hrs - 3
Make/Model- 361	Last 30 Days- 3
Instrument- 373	Last 90 Days- 4
Multi-Eng - 40	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CONDUCTING A LOW PASS, 40 FT AGL, ON A RIVER AND STRUCK A POWER LINE CROSSING HIS FLT PATH. THE STRIKE CAUSED LOSS OF CONTROL AND THE ACFT IMPACTED ON THE FROZEN SURFACE OF THE RIVER.

Brief of Accident (Continued)

File No. - 2595

1/19/86

VALLEY VIEW,IL

A/C Reg. No. N52949

Time (Lcl) - 1602 CST

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. OBJECT - WIRE,STATIC
  3. BUZZING - INTENTIONAL - PILOT IN COMMAND
- 

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) 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. - 2530      3/05/86      EOLA,IL      A/C Reg. No. N513DC      Time (Lcl) - 1706 CST

-----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  
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	3	0	0	0

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

Make/Model      - MITSUBISHI MU-2B-60  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 11575  
No. of Seats      - 10

Eng Make/Model      - GARRETT TPE331-10501M  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 778 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed- 280/015 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 300 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - FREEZING RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHICAGO,IL  
Destination  
WEST CHICAGO,IL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - MU2B-40

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

Total	- 4590	Last 24 Hrs	- 11
Make/Model-	180	Last 30 Days-	UNK/NR
Instrument-	740	Last 90 Days-	UNK/NR
Multi-Eng	- 3390		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EVIDENCE SHOWS CO-PILOT CALLED, "MAYDAY, UNCONTROLLED SPIN" AFTER ACFT RADAR TRACK SHOWED DECEL FROM 180 TO 120 KTS OVER 2 MIN PERIOD WHILE MAINTAINING CONSTANT 4000 FT CRZ ALT. CONSTANT ALT CONSISTENT WITH AUTOPILOT/AUTOTRIM USE, PARTICULARLY IN VIEW OF REPORTED TURBULENCE/ICING. ELEV TRIM FOUND AT APPROX 13 DEG NOSE UP. NO EVIDENCE FOUND OF PREIMPACT FAILURE OR MALFUNCTION IN ACFT PWRPLANTS, STRUCTURE OR SYSTEMS. EVIDENCE SUGGESTS SCENARIO OF CREW INATTENTION AFTER PWR REDUCTION WITH AUTOPILOT ALTITUDE SETTING. ON PWR APPLICATION, ACFT PITCHED UP FROM SLOW SPEED INTO UNCONTROLLED FLIGHT. DUTY DAY AT TIME OF MISHAP APPROACHING 11 HOURS.

Brief of Accident (Continued)

File No. - 2530

3/05/86

EOLA,IL

A/C Reg. No. N513DC

Time (Lc1) - 1706 CST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE(FLIGHT AND GROUND SCHEDULE        PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. TRIM SETTING - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - ICING CONDITIONS
6. WEATHER CONDITION - TURBULENCE
7. STALL/SPIN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2425      4/25/86      CHICAGO, IL      A/C Reg. No. N660DD      Time (Lcl) - 0906 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	Serious	Minor	None	
Accident Occurred During	-HOVER			0	0	1	0	0

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

Make/Model	- BELL 222B	Eng Make/Model	- LYCOMING LTS-101-750C1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 8250	Engine Type	- TURBOPROP			
No. of Seats	- 8	Rated Power	- 684 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	UNK/NR
Method - TELEPHONE	SOLOM MILLS, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - METAL/WOOD
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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2978
	Months Since - 2	Make/Model- 58
HELICOPTER	Aircraft Type - 222B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 123
		Rotorcraft - 2978

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE AIRCRAFT HAD JUST DISCHARGED TWO PASSENGERS ON THE ROOFTOP HELIPAD AND WAS PREPARING FOR DEPARTURE. THE AIRCRAFT WAS PICKED UP TO A HOVER AND THE TAILROTOR STRUCK A HELIPORT SURFACE PERIMETER LIGHT. THE TAILROTOR SEPARATED FROM THE AIRCRAFT AND THE AIRCRAFT ROTATED TO THE RIGHT. THROTTLES WERE REDUCED TO STOP THE ROTATION AND THE AIRCRAFT SETTLED BACK DOWN TO THE HELIPAD. THE AIRCRAFT BOUNCED SIDE TO SIDE AND ROLLED OFF THE HELIPAD AND CAME TO REST ON ITS LEFT SIDE. THE PILOT EXITED AND EXTINGUISHED A SMALL FIRE THAT HAD STARTED NEAR THE ENGINE EXHAUST.



Brief of Accident (Continued)

File No. - 2425

4/25/86

CHICAGO,IL

A/C Reg. No. N660DD

Time (Lc1) - 0906 CST

Occurrence #1 PROPELLER/ROTOR CONTACT  
Phase of Operation HOVER

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ROLL OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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. - 2548      6/27/86      PERU,IL      A/C Reg. No. N70JU      Time (Lcl) - 1200 CDT

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

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

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

Make/Model      - PITTS S2A	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1500	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 2	Rated Power      - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	HAMER
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident      - 18
Visibility      - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 2000/ 50
Lowest Sky/Clouds      - UNK/NR	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - 3800 FT BROKEN	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation      - RAIN SHOWERS		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 946
SE LAND	Months Since      - 2	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ELECTED TO LAND ON RUNWAY 18 BECAUSE THE WINDSOCK WAS INDICATING WIND TO BE FROM THE SOUTH. UPON TOUCHDOWN IN THE FIRST THIRD OF THE RUNWAY THE AIRCRAFT SKIPPED SLIGHTLY. PILOT CHOSE TO TRY TO STOP RATHER THAN ATTEMPT A GO-AROUND AND APPLIED HEAVY BRAKING. THE AIRCRAFT OVERRAN THE RUNWAY AND FLIPPED OVER. AFTER EXITING THE AIRCRAFT, THE PILOT NOTED THAT THE WIND HAD SHIFTED AND WAS FROM THE NORTH.

Brief of Accident (Continued)

File No. - 2548

6/27/86

PERU,IL

A/C Reg. No. N70JJ

Time (Lcl) - 1200 CDT

Occurrence #1      ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - MISREAD - PILOT IN COMMAND

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

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. WRONG RUNWAY - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3      OVERRUN  
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) 2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2471      7/28/86      PLAINFIELD,IL      A/C Reg. No. N6135L      Time (Lcl) - 1350 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

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

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

Make/Model    - AMERICAN AVIATION AA-1  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1500  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 108 HP

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

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

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 300/009 KTS  
Visibility     - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BLUE ISLAND,IL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CLOW INT'L  
Runway Ident    - 36  
Runway Lth/Wid   - 3370/ 50  
Runway Surface   - ASPHALT  
Runway Status    - DRY

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

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

Age - 60  
Biennial Flight Review  
Current        - YES  
Months Since   - 9  
Aircraft Type - AA-1

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

Total	- 4688	Last 24 Hrs	- UNK/NR
Make/Model	- 3000	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 93
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

WITNESSES WHO SPOKE WITH PLT OF N6135L PRIOR TO ACCIDENT STATED THAT HE WAS ACTING OUT OF CHARACTER. HE HAD A LOSS OF APPETITE AND HIS COMPLEXION WAS ASHEN GREY. THE PLT STATED THAT HE DID NOT FEEL WELL BEFORE THE FLT. WITNESSES OBSERVED THE ACFT TAKEOFF, CLIMB SLIGHTLY, THEN BANK STEEPLY TO THE RIGHT AND CRASH. POST MORTEM EXAM REVEALED EVIDENCE OF 90% OCCLUSION OF LEFT CORONARY ARTERY WHICH RESULTED IN AN ARRYTHMIA OR MYOCARDIAL INFARCTION. THE CARDIAC DISFUNCTION RENDERED THE PLT PHYSICALLY INCAPACITATED.

Brief of Accident (Continued)

File No. - 2471

7/28/86

PLAINFIELD,IL

A/C Reg. No. N6135L

Time (Lcl) - 1350 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2.      INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2477      10/05/86      PLAINFIELD, IL      A/C Reg. No. NC205Y      Time (Lcl) - 1050 CDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PLAINFIELD, IL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	PLAINFIELD, IL	CLOW
Wind Dir/Speed	- 210/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- 3370/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 370	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model - 370	Last 30 Days - 1
	Aircraft Type - C-182E	Instrument - 0	Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE PERFORMED A "THOROUGH" FUEL SYSTEM PREFLIGHT BY DRAINING THREE CLEAR FUEL SPECIMENS FROM EACH WING AND THE BELLY DRAINS. SHORTLY AFTER TAKEOFF THE ENGINE QUIT DUE TO WATER CONTAMINATION OF THE FUEL SYSTEM. FOLLOWING THE ACCIDENT A SUBSTANTIAL QUANTITY OF WATER WAS FOUND IN THE WING TANKS AND THE GASCOLATOR. AIRWORTHINESS DIRECTIVE 84-10-01 WAS ACCOMPLISHED BY PLACARDING THE INSTRUMENT PANEL WITH THE REQUIREMENT TO MOVE THE WING UP AND DOWN PRIOR TO DRAINING THE SUMPS. THE PILOT DID NOT STATE THAT THIS WAS ACCOMPLISHED PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 2477

10/05/86

PLAINFIELD,IL

A/C Reg. No. NC205Y

Time (Lcl) - 1050 CDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
  2. FLUID,FUEL - WATER
  3. 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)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2486      10/15/86      CHARLESTON, IL      A/C Reg. No. N8267W      Time (Lcl) - 1120 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model    - PIPER PA-28-161  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2325  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-360-D3G  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 160 HP

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

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

Weather Data  
Wx Briefing       - FSS  
Method            - TELEPHONE  
Completeness     - WEATHER NOT PERTINENT  
Basic Weather    - VMC  
Wind Dir/Speed - 270/006 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  
CHAMPAIGN, IL  
Destination  
MATTOON, IL  
ATC/Airspace  
Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - ADF/NDB  
STRAIGHT-IN  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
COLES COUNTY  
Runway Ident       - 29  
Runway Lth/Wid    - 6501/ 150  
Runway Surface    - CONCRETE  
Runway Status      - DRY

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

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

Age - 23  
Biennial Flight Review  
Current            - YES  
Months Since      - 3  
Aircraft Type     - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 1936  
Make/Model-       - 562  
Instrument-        - 241  
Multi-Eng -        - 149  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 408

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N8267W WAS ON PRACTICE NDB APPROACH TO RWY 29 UNDER ATC CLRNC WITH HOODED STU AT CONTROLS IN LEFT SEAT, IP IN RIGHT SEAT, PROCEEDING LEVEL AT MDA FOR LOW PASS. EVIDENCE INDICATES N30019 HAD ENTERED DOWNWIND FOR RWY 24 AND WAS IN LEFT TURN VFR APPROACH FOR RWY 24 AT COLLISION. CREW OF N8267W HAD BROADCAST "IN THE BLIND" POSITION AND INTENTIONS ON UNICOM FREQ. PLT OF N30019 HAD RECEIVED UNICOM ADVISORY OF RWY 24 IN USE, BUT DID NOT BROADCAST POSITION OR INTENTIONS. IP IN N8267W DID NOT SEE N30019 UNTIL AFTER COLLISION. EVIDENCE INDICATES N30019 PASSED BENEATH N8267W IN LEFT TURN, STRIKING UNDERSIDE OF N8267W RIGHT WING/LANDING GEAR WITH OWN RIGHT WING OUTER PANEL. CLOSING ANGLE ESTIMATED FROM WITNESS STATEMENTS WAS 130 DEGREES. COLLISION ANGLE CALCULATED FROM IMPACT SCRATCH MARKS WAS 92 DEGREES.



Brief of Accident (Continued)

File No. - 2486

10/15/86

CHARLESTON,IL

A/C Reg. No. N8267W

Time (Lcl) - 1120 CDT

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Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  2. TRAFFIC ADVISORY - ISSUED - DUAL STUDENT
  3. LANDING GEAR,MAIN GEAR - SEPARATION
- 

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

Finding(s)

4. LANDING GEAR,MAIN GEAR - LACK OF
  5. PRECAUTIONARY LANDING - 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) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2486      10/15/86      CHARLESTON,IL      A/C Reg. No. N30019      Time (Lcl) - 1120 CDT

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

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

-----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 - VMC</p> <p>Wind Dir/Speed- 270/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TUSCOLA,IL</p> <p>Destination MATTOON,IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data COLES COUNTY</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5799/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 71</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - PA28181</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 606</p> <p>Make/Model- 44</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 21</p>
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Instrument Rating(s) - NONE

-----Narrative-----

N8267W WAS ON PRACTICE NDB APPROACH TO RWY 29 UNDER ATC CLRNC WITH HOODED STU AT CONTROLS IN LEFT SEAT, IP IN RIGHT SEAT, PROCEEDING LEVEL AT MDA FOR LOW PASS. EVIDENCE INDICATES N30019 HAD ENTERED DOWNWIND FOR RWY 24 AND WAS IN LEFT TURN VFR APPROACH FOR RWY 24 AT COLLISION. CREW OF N8267W HAD BROADCAST "IN THE BLIND" POSITION AND INTENTIONS ON UNICOM FREQ. PLT OF N30019 HAD RECEIVED UNICOM ADVISORY OF RWY 24 IN USE, BUT DID NOT BROADCAST POSITION OR INTENTIONS. IP IN N8267W DID NOT SEE N30019 UNTIL AFTER COLLISION. EVIDENCE INDICATES N30019 PASSED BENEATH N8267W IN LEFT TURN, STRIKING UNDERSIDE OF N8267W RIGHT WING/LANDING GEAR WITH OWN RIGHT WING OUTER PANEL. CLOSING ANGLE ESTIMATED FROM WITNESS STATEMENTS WAS 130 DEGREES. COLLISION ANGLE CALCULATED FROM IMPACT SCRATCH MARKS WAS 92 DEGREES.

Brief of Accident (Continued)

File No. - 2486

10/15/86

CHARLESTON,IL

A/C Reg. No. N30019

Time (Lc1) - 1120 CDT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)  
1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND  
2. TRAFFIC ADVISORY - NOT PERFORMED - PILOT IN COMMAND  
3. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND  
4. WING - SEPARATION  
-----

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

Finding(s)  
5. WING - FAILURE,PARTIAL  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2512      11/28/86      ROCKFORD, IL      A/C Reg. No. N8703S      Time (Lcl) - 1630 CST

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

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

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

Make/Model - CESSNA 150G	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LUND
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 484
SE LAND,ME LAND	Months Since - 17	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 33
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT ABOUT 100 FEET AGL, PILOT REPORTS THE ENGINE LOST POWER, AIRCRAFT STALLED, ENTERED A SPIN, AND COLLIDED WITH THE GROUND. INSPECTION OF THE AIRCRAFT AND MAGNETOS DID NOT DISCLOSE ANY DISCREPANCIES OTHER THAN POSSIBLE COIL DETERIORATION.

Brief of Accident (Continued)

File No. - 2512

11/28/86

ROCKFORD,IL

A/C Reg. No. N8703S

Time (Lcl) - 1630 CST

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

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

Finding(s)  
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2567      12/22/86      WEST CHICAGO, IL      A/C Reg. No. N1253R      Time (Lcl) - 1437 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BLOOMINGTON, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	DUPAGE
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4001/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - CIRCLING	Runway Status - DRY
Obstructions to Vision- FOG		
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 - UNK/NR	Total - 2200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 65
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0850 CST, THE PLT GOT A WX BRIEFING FOR A FLT TO THE DUPAGE ARPT. AT THAT TIME, THE CURRENT DUPAGE WX WAS IN PART: PARTIAL OBSCN, 2 MI VIS WITH FOG; ALSO, THE PLT WAS GIVEN SVRL PIREPS FOR LGT TO MOD ICING IN SOUTHERN WISCONSIN. AT 1231, HE GOT A WX UPDATE. AT THAT TIME, THE DUPAGE WX WAS IN PART: 600' OVC, 2 MI VIS WITH FOG; THE FORECAST WAS FOR THE SAME WX TO CONT WITH OCNL 1000' OVC, 4 MI VIS WITH FOG, BUT NO ICING WAS EXPECTED. AFTER ARRIVING, THE PLT MADE A VOR RWY 10 APCH, THEN CIRCLED TO LND ON RWY 28. THE TWR CTLRS RPRTD THE PLT MADE THE CIRCLING MANEUVER AT 50' TO 100' AGL, ALTHO THERE WAS A RPRTD 500' CEILING & 1-1/4 MI VIS WITH FOG. MINIMUMS FOR THE APCH WERE 500' CEILING & 1 MI VIS. DRG THE BASE TO FINAL TURN, THE ACFT IMPACTED THE GND & BURNED. AFTER THE FIRE WAS EXTINGUISHED, LEADING EDGE ICE WAS FND UNDER THE UNBURNED HORIZONTAL STABILIZER & ALONG THE WRECKAGE PATH. AT THE TIME OF THE PLT'S LAST MED CERT ON 4/6/84, HE RPRTD A TOTAL FLT TIME OF 2200 HRS. THE RGT FRONT SEAT PAX WAS A RATED PLT; HIS MED CERT WAS DATED 4/15/82.

Brief of Accident (Continued)

File No. - 2567

12/22/86

WEST CHICAGO, IL

A/C Reg. No. N1253R

Time (Lcl) - 1437 CST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - ICING CONDITIONS
7. WING - ICE
8. STABILIZER - ICE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

9. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. AIRSPEED - INADEQUATE - PILOT IN COMMAND
11. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - CIRCLING(IFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,11

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2482      12/29/86      WHEELING, IL      A/C Reg. No. N8281Y      Time (Lcl) - 1626 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TRADEWINDS AVIATION, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						3

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

Make/Model	- PIPER PA-32-301	Eng Make/Model	- LYCOMING IO-540-K1G5	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	- 7	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed - 290/004 KTS</p> <p>Visibility - .750 SM</p> <p>Lowest Sky/Clouds - 400 FT SCATTERED</p> <p>Lowest Ceiling - 1200 FT OVERCAST</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - DUSK</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;">PONTIAC, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PAL-WAUKEE</p> <p>Runway Ident - 06R</p> <p>Runway Lth/Wid - 2031/ 40</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 style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 25</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 - 539</p> <p style="padding-left: 20px;">Make/Model - 33</p> <p style="padding-left: 20px;">Instrument - 96</p> <p style="padding-left: 20px;">Multi-Eng - 52</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 - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED FLIGHT ALTHOUGH PIREP'S FOR ICING HAD BEEN ISSUED DURING WEATHER BRIEFING FROM FSS AND AIRCRAFT WAS NOT EQUIPPED FOR ICING CONDITIONS. SHORTLY AFTER TAKEOFF, PILOT REPORTED TO ATC PROBLEMS WITH AIRCRAFT FLIGHT INSTRUMENTS AND THEN REPORTED PICKING UP ABOUT ONE-HALF INCH OF ICE. ACCORDING TO THE PILOT, HE LOST THEN REGAINED CONTROL OF THE AIRCRAFT AT LEAST ONCE DURING THE FLIGHT. AFTER ABOUT 45 MINUTES OF ATC CONTACT, THE PILOT MADE A FORCED LANDING. DURING LANDING ROLLOUT THE AIRCRAFT OVERRAN RUNWAY AND COLLIDED WITH A GUARDRAIL.



Brief of Accident (Continued)

File No. - 2482

12/29/86

WHEELING,IL

A/C Reg. No. N8281Y

Time (Lc1) - 1626 CST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. WING - ICE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
9. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #4 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) 3,4,7,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2463      1/27/86      LOOGOOTEE,IN      A/C Reg. No. N9307V      Time (Lcl) - 1845 EST

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

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

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

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	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	BOWLING GREEN,KY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GARY,IN	
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 815
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - M20C	Make/Model- 285
		Instrument- 100
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT EXPERIENCED LOSS OF PWR DURING CRUISE FLT AT 6,000 FEET. ATC VECTORED ACFT TOWARD DAVIESS COUNTY ARPT, APPROXIMATELY 10 MILES AWAY. PLT REPORTED ACFT ON FIRE. WITNESSES SAW N9307V IN A LEFT BANK TURN THEN "NOSE DIVE INTO GROUND." POST CRASH EXAM OF ENGINE REVEALED NO. 3 CYLINDER DEPARATED FROM CRANKCASE. FURTHER EXAM REVEALED THE THROUGHBOLTS/NUTS WERE UNDER TORQUED. THE NO. 2 AND NO. 4 CYLINDERS WERE TOP OVERHAULED IN JULY 1981. METALLURGICAL EXAM OF BOLTS/NUTS REVEALED FATIGUE FAILURES AND "WORKING" OF NO. 3 CYLINDER FOR A LONG PERIOD OF TIME.

Brief of Accident (Continued)

File No. - 2463

1/27/86

LOOG00TEE,IN

A/C Reg. No. N9307V

Time (Lcl) - 1845 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2            FIRE  
Phase of Operation       DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PANIC - PILOT IN COMMAND

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

Finding(s)

7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2454

4/19/86

REMINGTON, IN

A/C Reg. No. N76460

Time (Lcl) - 1845 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 140

Eng Make/Model - CONTINENTAL C-85-12

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 85 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/010 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

SAME AS ACC/INC

Destination

RENSSELAER, IN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WEALING

Runway Ident - 27

Runway Lth/Wid - 2600/ 60

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 642

Make/Model- 168

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ENGINE QUIT AT ABOUT 200 FEET AGL DURING TAKEOFF CLIMB. THE PILOT EXECUTED A FORCED LANDING INTO A PLOWED FIELD AND THE AIRCRAFT NOSED OVER. THE PILOT STATED THAT HE BELIEVED THE FUEL SELECTOR WAS IN THE INCORRECT POSITION. EXAMINATION REVEALED THE FUEL SELECTOR WAS NOT CESSNA ORIGINAL EQUIPMT & IT WAS INSTALLED 90 DEGREES OUT OF POSITION. THE CARPETING OVR THE SELECTOR HAD BEEN REMOVED BY THE PILOT WHICH REQUIRED REMOVAL OF THE FUEL SELECTOR HANDLE.

Brief of Accident (Continued)

File No. - 2454

4/19/86

REMINGTON, IN

A/C Reg. No. N76460

Time (Lcl) - 1845 EST

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - FALSE INDICATION
  2. FUEL SYSTEM - STARVATION
  3. MAINTENANCE, ALIGNMENT - IMPROPER - PILOT IN COMMAND
  4. - UNDETERMINED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2479      12/17/86      BLOOMINGTON, IN      A/C Reg. No. N9603B      Time (Lcl) - 1927 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire      NONE  
Crew      0  
Pass      0

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

Make/Model      - CESSNA 172RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-F1A6  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 280/010 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - 300 FT  
Lowest Ceiling      - 300 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
DAYTON, OH  
Destination  
BLOOMINGTON, IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MONROE COUNTY  
Runway Ident      - 35  
Runway Lth/Wid      - 5201/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

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

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1039  
Make/Model- 14  
Instrument- 119  
Multi-Eng - UNK/NR  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 71  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT HE WAS CLEARED FOR THE ILS APPROACH AND FOLLOWED HIS GLIDESLOPE AND LOCALIZER INDICATIONS IN A NORMAL MANNER. HE EVENTUALLY SAW THE GROUND PRIOR TO REACHING HIS DECISION HEIGHT OF APPROX 200 FEET AGL. THIS SIGHTING OF THE GROUND WAS THE LAST THING HE REMEMBERED PRIOR TO IMPACTING THE GROUND APPROX 1/2 MILE FROM THE END OF THE RUNWAY. HE DOES NOT REMEMBER ATTEMPTING A MISSED APPROACH.

Brief of Accident (Continued)

File No. - 2479

12/17/86

BLOOMINGTON, IN

A/C Reg. No. N9603B

Time (Lcl) - 1927 EST

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

Finding(s)

1. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
3. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2429      6/22/86      GOODLAND,KS      A/C Reg. No. N162P      Time (Lcl) - 1300 CDT

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

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

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

Make/Model	- CHARLES S.HATCHETTE QUICKIE Q2	Eng Make/Model	- VOLKSWAGON REVMASTER	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- UNK/NR		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	FORT COLLINS,CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	COLUMBUS,MS	
Wind Dir/Speed	- 360/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- ROUGH
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 3000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A GRADUAL LOSS OF ENGINE POWER DURING CRUISE AND MADE A FORCED LANDING TO A FIELD. DURING THE LANDING ROLL, THE PLANE HIT A HOLE AND NOSED OVER. EXAMINATION FOUND THAT A FUEL VENT LINE HAD MELTED CLOSED IN THE VICINITY OF THE EXHAUST MANIFOLD.



Brief of Accident (Continued)

File No. - 2429

6/22/86

GOODLAND,KS

A/C Reg. No. N162P

Time (Lc1) - 1300 CDT

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

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
  2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER
  3. FLUID, FUEL - STARVATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2506      8/03/86      OSAWATOMIE,KS      A/C Reg. No. N6BZ      Time (Lcl) - 0820 CDT

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

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

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

Make/Model - ATTEBERY-STAINBROOK VARIEZE	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1050	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	OSAWATOMIE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1506
SE LAND	Months Since - 15	Make/Model- 15
	Aircraft Type - PA28140	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT APPEARED TO BE OPERATING NORMALLY AND FLYING AT CRUISE ALTITUDE WHEN, SUDDENLY THE LEFT (PORT) WING SEPARATED FROM THE FUSELAGE. SOUNDS OF ENGINE POWER CEASED IMMEDIATELY FOLLOWING THE IN-FLIGHT BREAKUP AND THE AIRCRAFT PLUMMETED TO THE GROUND UNDER NO APPARENT CONTROL, THE WITNESSES FURTHER STATED. THE MAIN WRECKAGE WAS LOCATED ON A CORNFIELD RESTING IN AN INVERTED POSITION. THE LEFT MAIN WING WAS LOCATED ON AN OPEN FIELD ONE QUARTER MILE AWAY. ON-SCENE INSPECTION OF THE WRECKAGE REVEALED THAT NEITHER WING HAD BEEN SECURED TO THE MAIN FUSELAGE WITH ANY KIND OF FASTENING DEVICE. EPOXY AND PAINT ABOUT THE WING ROOT AREA WERE FOUND TO BE THE ONLY MEANS OF KEEPING THE WINGS AND THE FUSELAGE MATED. NO ENGINE MALFUNCTION WAS DISCOVERED. THIS AIRCRAFT HAD LOGGED JUST OVER 14 FLIGHT HOURS PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 2506

8/03/86

OSAWATOMIE,KS

A/C Reg. No. N6BZ

Time (Lc1) - 0820 CDT

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

Finding(s)

1.        AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT MANUALS - PRODUCTION/DESIGN PSNL
  2.        WING - SEPARATION
  3.        AIRCRAFT/EQUIPMENT, INADQT COMPLIANCE DETERMINATION - FAA INSPECTOR
- 

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

Finding(s)

4.        EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
  5.        REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
  6.        DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

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

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. - 2432      8/07/86      EMPORIA,KS      A/C Reg. No. N184KC      Time (Lcl) - 0635 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CENTRAL AIR CHARTER, INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						0

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

Make/Model	- AERO COMMANDER 500-B	Eng Make/Model	- LYCOMING IO-540-E1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	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		OFF AIRPORT/STRIP	
Method	- TELEPHONE	KANSAS CITY,MO			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	WICHITA,KS		Runway Ident	- N/A
Wind Dir/Speed	- 070/016 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	- 400 FT THIN BKN	Type of Clearance	- IFR	Runway Status	- HIGH VEGETATION
Lowest Ceiling	- 800 FT OVERCAST	Type Apch/Lndg	- STRAIGHT-IN		
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
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	Current - YES	Total - 6338	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 0	Make/Model- 900	Last 30 Days- UNK/NR
	Aircraft Type - 500B	Instrument- 318	Last 90 Days- 165
		Multi-Eng - 1174	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS CRUISING AT 6,000 FEET IN IMC WITH LIGHT TO MODERATE RAIN AND TURBULENCE WHEN HE HEARD A BANG FOLLOWED BY THE LEFT ENGINE LOSING POWER. THE ENGINE WAS SHUT DOWN, THE PROPELLER FEATHERED AND ATC WAS NOTIFIED. ATC CLEARED, AND THE PILOT COMPLIED WITH DESCENT TO 3,000 FEET. THE PILOT FURTHER STATED THAT HE COULD NOT MAINTAIN ALTITUDE WITH THE OPERATING ENGINE AT FULL POWER AND HE ATTEMPTED A PRECAUTIONARY LANDING ON INTERSTATE HIGHWAY 35, DESCENDING 200 TO 300 FEET PER MINUTE AT AN AIRSPEED OF 98 M.P.H. (85 KTS.), ALL THE WHILE TRYING TO RESTART THE LEFT ENGINE. BECAUSE OF LOW VISIBILITY, RAIN, AND VEHICULAR TRAFFIC THE PILOT ABANDONED THE APPROACH TO THE HIGHWAY AND LANDED WHEELS UP. IN A PASTURE. ENGINE EXAMINATION AND RUNUP DID NOT REVEAL ANY DISCREPENCIES.

Brief of Accident (Continued)

File No. - 2432

8/07/86

EMPORIA,KS

A/C Reg. No. N184KC

Time (Lcl) - 0635 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - TURBULENCE

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

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. - 2543      8/27/86      JUNCTION CITY,KS      A/C Reg. No. N5969W      Time (Lcl) - 1845 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL	Fire - NONE	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 - PIPER PA-28-150C	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MANHATTAN,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JUNCTION CITY,KS	JUNCTION CITY MUNICIPAL
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 990
SE LAND	Months Since - 1	Make/Model- 2
HELICOPTER	Aircraft Type - PA28150	Instrument- 96
		Last 24 Hrs - UNK/NR
		Last 30 Days- 46
		Last 90 Days- 84
		Rotorcraft - 761

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE C.F.I. STATED THAT THIS FLIGHT WAS TO BE AN AIRCRAFT CHECKOUT OF ANOTHER INSTRUCTOR. AFTER SOME AIR WORK THEY PROCEEDED TO A NEARBY AIRPORT TO PRACTICE TAKEOFFS AND LANDINGS. WHILE ON FINAL APPROACH FOR A PRACTICE SHORT FIELD LANDING THE AIRCRAFT USH-STALLED AND LANDED HARD, SHORT OF THE RUNWAY, SHEARING OFF THE NOSE WHEEL AND NOSING OVER.

Brief of Accident (Continued)

File No. - 2543

8/27/86

JUNCTION CITY,KS

A/C Reg. No. N5969W

Time (Lc1) - 1845 CDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
  2. AIRSPEED(VSO) - DISREGARDED - COPILOT
  3. IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - COPILOT
  4. PROPER GLIDEPATH - NOT MAINTAINED - COPILOT
  5. AIRSPEED - NOT MAINTAINED - COPILOT
  6. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
  7. IMPROPER USE OF FACILITY, COMPLACENCY - PILOT IN COMMAND
  8. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

Finding(s)

9. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
  10. IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  11. ABORTED LANDING - NOT SELECTED - PILOT IN COMMAND
  12. IMPROPER USE OF FACILITY, INTERPERSONAL RELATIONS - PILOT IN COMMAND
- 

Occurrence #3           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

-----

Occurrence #4           NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,9,11

Factor(s) relating to this accident is/are finding(s) 3,6,7,8,10,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2581      11/05/86      LOUISBURG,KS      A/C Reg. No. N3507L      Time (Lcl) - 1530 CST

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

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

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

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	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-----

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/003 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1500 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point OLATHE,KS Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - DIRT Runway Status - DRY SNOW - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 530
SE LAND,ME LAND	Months Since - 1	Make/Model- 134
	Aircraft Type - C-172RC	Instrument- 73
		Multi-Eng - 196
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR STATED THAT HE HAD OBSERVED THE STUDENT VISUALLY CHECK THE FUEL SUPPLY BU THAT HE DID NOT PERSONALLY INSPECT THE TANKS, ASSUMING THEY WERE FULL. ACCORDING TO THE PILOT, HIS ONLY CONFIRMATION OF FULL TANKS WAS THE STUDENTS REPEATED STATEMENTS THAT THERE WAS PLENTY OF FUEL, EVEN THOUGH THE FUEL GAUGES SHOWED ALMOST EMPTY. THIRTY MINUTES INTO THE FLIGHT THE ENGINE LOST POWER AND THEY LANDED IN AN OPEN, TERRACED FIELD. INSPECTION OF THE AIRCRAFT REVEALED NO FUEL IN THE TANKS, FUEL LINES, GASCOLATOR, OR SUMP DRAINS.



Brief of Accident (Continued)

File No. - 2581

11/05/86

LOUISBURG,KS

A/C Reg. No. N3507L

Time (Lc1) - 1530 CST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
  2.     PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) IN ERROR - DUAL STUDENT
  3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND(CFI)
  4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
  5. FLUID,FUEL - EXHAUSTION
  6.    REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       CRUISE

Finding(s)

7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

8. TERRAIN CONDITION - UPHILL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2579

11/25/86

COLBY,KS

A/C Reg. No. N60046

Time (Lcl) - 0930 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 150J

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/013 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

HILL CITY,KS

Destination

COLBY,KS

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - NO

Months Since - 30

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 300 Last 24 Hrs - 1

Make/Model- 250 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE DEPARTED HIS PRIVATE AIRSTRIP, LOW ON FUEL, INTENDING TO REFUEL AT THE NEXT STOP WHERE HE WAS TO CONDUCT A BUSINESS TRANSACTION. UNABLE TO SECURE FUEL THERE, AND SHOWING ONE QUARTER OF A TANK ON EACH FUEL GAUGE, HE DEPARTED FOR COLBY KANSAS, OVERFLYING HIS PRIVATE AIRSTRIP IN THE PROCESS. THE AIRCRAFT RAN OUT OF FUEL FIVE MILE EAST OF HIS DESTINATION AIRPPORT. THE AIRCRAFT NOSED OVER UPON ATTEMPTING A FORCED LANDING IN ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2579

11/25/86

COLBY,KS

A/C Reg. No. N60046

Time (Lcl) - 0930 CST

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

Finding(s)

1. FUEL SYSTEM,TANK - LOW LEVEL
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. AIRPORT FACILITIES - NONE SUITABLE
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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) 5,6,7

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. - 2434      11/30/86      COLBY,KS      A/C Reg. No. N7692U      Time (Lcl) - 1305 CST

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ATWOOD,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TOPEKA,KS	Runway Ident - N/A
Wind Dir/Speed- 350/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 300 FT	Type of Clearance - IFR	Runway Status - WET
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - FREEZING DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 282
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 61
		Instrument- 46
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT FILED AN IFR FLIGHT PLAN AFTER BEING BRIEFED. THERE WAS FREEZING DRIZZLE TO THE WEST THAT WAS MOVING TOWARD THE DEPARTURE AREA. THE AIRPLANE TOOK OFF INTO A LOW CEILING WITH NEAR FREEZING TEMPERATURE. PILOT ATTEMPTED TO CLIMB TO 9000 MSL BUT ENCOUNTERED STRUCTURAL ICING CONDITIONS THAT HE CALLED GREATER THAN MODERATE. AT FIRST, AIRPLANE COULD NOT CLIMB, THEN COULD NOT MAINTAIN ALTITUDE. ATC PROVIDED ASSISTANCE OF STEERING TOWARD NEAREST AIRPORT. AIRPLANE WAS FORCED DOWN IN A FARMYARD, 5 MILES SOUTH OF AIRPORT. ICE TWO INCHES THICK WAS FOUND ON AND AROUND AIRPLANE WRECKAGE.

Brief of Accident (Continued)

File No. - 2434

11/30/86

COLBY,KS

A/C Reg. No. N7692U

Time (Lcl) - 1305 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation      CLIMB - TO CRUISE

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER USE OF - PILOT IN COMMAND
  2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - ICING CONDITIONS
  4. WEATHER CONDITION - FOG
  5. WEATHER CONDITION - LOW CEILING
  6. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
  8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

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) 1,2,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2405      3/29/86      PITTSFIELD, MA      A/C Reg. No. N49107      Time (Lcl) - 1315 EST

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

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

-----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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	PITTSFIELD
Wind Dir/Speed	- 260/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 26
Lowest Sky/Clouds	- 20000 FT SCATTERED	- VFR	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5000/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
			- DRY

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 14
	Months Since - N/A	Make/Model	- 14
	Aircraft Type - N/A	Instrument	- 1
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 152 WAS MAKING A TOUCH AND GO. THE STUDENT PILOT REPORTED THE LANDING WAS GOOD AND WHEN HE APPLIED POWER, THE AIRCRAFT VEERED LEFT OFF THE RUNWAY, STRUCK A DITCH AND FLIPPED OVER. THE PILOT WAS UNINJURED AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE STUDENT PILOT STATED THAT WHEN POWER WAS APPLIED HE DID NOT RETRACT THE FLAPS AND THE AIRCRAFT STARTED WEAVING. HE THEN APPLIED TOO MUCH RUDDER TO CORRECT THE WEAVING AND INCREASED THE PROBLEM.

Brief of Accident (Continued)

File No. - 2405

3/29/86

PITTSFIELD,MA

A/C Reg. No. N49107

Time (Lcl) - 1315 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

----Probable Cause----

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

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. - 2421      5/24/86      PITTSFIELD, MA      A/C Reg. No. N6848W      Time (Lcl) - 1130 EDT

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

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

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

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 280/004 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MONTGOMERY, NY</p> <p>Destination</p> <p>HUDSON, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PITTSFIELD MUNICIPAL</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON A SOLO CROSS-COUNTRY FLIGHT IN A PIPER CHEROKEE PA-28-140 BECAME LOST AND ATTEMPTED A LANDING AT ANOTHER AIRPORT. THE WEATHER WAS 500 FT BROKEN, 1000 FT OVERCAST. VISIBILITY 8 MILES AND RAIN SHOWERS. ON HIS FIRST APPROACH, THE AIRCRAFT WAS HIGH AND DID NOT TOUCH DOWN. HE MADE A GO-AROUND. IN THE GO-AROUND, HE STARTED A TURN TO THE RIGHT, AND WAS THEN OBSERVED TO STALL. ROLL ON HIS BACK TO THE RIGHT AND FALL DOWNWARD INTO THE WOODS. THE AIRCRAFT WAS DESTROYED BY THE IMPACT AND THE PILOT RECEIVED SERIOUS INJURIES.



Brief of Accident (Continued)

File No. - 2421

5/24/86

PITTSFIELD,MA

A/C Reg. No. N6848W

Time (Lcl) - 1130 EDT

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

Finding(s)

1. WEATHER CONDITION -
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2511      6/21/86      BEVERLY, MA      A/C Reg. No. N932JF      Time (Lcl) - 0823 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - STEEN SKYBOLT UNK  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 1

Eng Make/Model      - BOEING T50-B08  
Number Engines      - 1  
Engine Type      - TURBOPROP  
Rated Power      - UNK/NR

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-      040/012 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - UNK/NR  
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  
ON AIRSTRIP

Airport Data

BEVERLY  
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      - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 18000      Last 24 Hrs      - UNK/NR  
Make/Model-      0      Last 30 Days-      UNK/NR  
Instrument-      UNK/NR      Last 90 Days-      UNK/NR  
Multi-Eng      - 15500      Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE STEEN SKYBOLT MODIFIED WITH A TURBO-PROP CONVERSION EXPERIENCED A POWER LOSS ON TAKEOFF AFTER ACHIEVING AN ALTITUDE OF 200-300 FT AGL AND MADE A HARD LANDING ON THE RUNWAY REMAINING. THE LANDING GEAR COLLAPSED AND AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE PILOT WAS NOT INJURED. THIS WAS HE INITIAL TEST FLIGHT OF THE AIRCRAFT. THE CAUSE OF THE POWER LOSS COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2511

6/21/86

BEVERLY, MA

A/C Reg. No. N932JF

Time (Lcl) - 0823 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
  2. LIGHT CONDITION - DAYLIGHT
  3. UNDETERMINED
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - ROLL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2510      7/10/86      MARSTON MILLS,MA      A/C Reg. No. N2NH      Time (Lcl) - 1215 EDT

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

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

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

Make/Model - GRUMMAN AA-1B	Eng Make/Model - LYCOMING O-235C2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARSTON MILLS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO CLEAR TREES ON THE LEFT SIDE OF THE RUNWAY ON DEPARTURE, AND CRASHED TO THE GROUND.  
THE PLT FAILED TO FILE AND ACC REPORT AND HIS FLT TIME RECORDS WERE NOT AVAILABLE.

Brief of Accident (Continued)

File No. - 2510

7/10/86

MARSTON MILLS,MA

A/C Reg. No. N2NH

Time (Lcl) - 1215 EDT

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

Finding(s)

1. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2489      9/09/86      STERLING, MA      A/C Reg. No. N9033B      Time (Lcl) - 1400 EDT

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

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

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

Make/Model	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 124 HP		

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

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

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

Pilot-In-Command	Age - 18	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 2	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 2	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - N/A	Instrument - 0	Last 90 Days - UNK/NR
			Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

ON A STUDENT PILOT'S THIRD SOLO SUPERVISED FLIGHT, THE PILOT PLACED THE THROTTLE IN DETENT, BECAME CONFUSED, AND AUTOROTATED INTO TREES.

Brief of Accident (Continued)

File No. - 2489

9/09/86

STERLING,MA

A/C Reg. No. N9033B

Time (Lcl) - 1400 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - TREE(S)
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2493      10/03/86      PLYMOUTH, MA      A/C Reg. No. N704PY      Time (Lcl) - 1145 EDT

-----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 -APPROACH			0	0	0
					2
					0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PLYMOUTH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds -	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - CONCRETE
Lowest Ceiling -	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,CFI	Current - UNK/NR	Total - 318
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 318
		Last 30 Days- UNK/NR
		Instrument- 67
		Last 90 Days- 128

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT FLARED LONG DURING LANDING AND THE INSTRUCTOR INITIATED A GO AROUND. DURING A RIGHT TURN AWAY FROM BUILDINGS, THE AIRCRAFT STALLED AND COLLIDED WITH THE GROUND ON ITS NOSE AND FLIPPED OVER.



Brief of Accident (Continued)

File No. - 2493

10/03/86

PLYMOUTH, MA

A/C Reg. No. N704PY

Time (Lcl) - 1145 EDT

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

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
  2. GO-AROUND - INITIATED - PILOT IN COMMAND(CFI)
  3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  5. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2597      10/09/86      BOSTON,MA      A/C Reg. No. N342HA      Time (Lcl) - 0120 EDT

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

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-ZANTOP INTERNATIONAL AIRL	NONE						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	3	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	
Accident Occurred During	-STANDING		Other	0	1	0	0	

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

Make/Model	- LOCKHEED L188A	Eng Make/Model	- ALLISON 501	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 116000	Engine Type	- TURBOPROP		
No. of Seats	- 102	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- UNK/NR	LOGAN AIRPORT	
Visibility	- UNK/NR	Runway Ident	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Runway Lth/Wid	- UNK/NR
Lowest Ceiling	- UNK/NR	Runway Surface	- UNK/NR
Obstructions to Vision	- UNK/NR	Runway Status	- DRY
Precipitation	- UNK/NR		
Condition of Light	- UNK/NR		

Destination	NEWARK,NJ
ATC/Airspace	
Type of Flight Plan	- IFR
Type of Clearance	- NONE
Type Apch/Lndg	- NONE

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9426	Last 24 Hrs - UNK/NR
ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 3900	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 390	Last 90 Days- UNK/NR
		Multi-Eng - 7000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ENGINE START NUMBER 4 ENGINE WAS STARTED. THE SIGNAL WAS GIVEN TO THE GROUND CREWMAN TO DISCONNECT THE AIR START UNIT. THE ENGINEER THOUGHT HE HEARD "START NUMBER 3". ENGINE NUMBER 4 WAS SHIFTED UP, IT STABILIZED, AND ENGINE NUMBER 3 WAS STARTED. AFTER THE GROUND CREWMAN DISCONNECTED THE AIR START UNIT, HE TURNED AROUND AND WALKED INTO THE PROPELLER OF THE NUMBER 3 ENGINE.

Brief of Accident (Continued)

File No. - 2597

10/09/86

BOSTON,MA

A/C Reg. No. N342HA

Time (Lcl) - 0120 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT ENGINEER
2. VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
3. COMMUNICATIONS - NOT UNDERSTOOD - FLIGHT ENGINEER

-----  
----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. - 2599      10/29/86      MARSHFIELD, MA      A/C Reg. No. N9585G      Time (Lcl) - 0230 EST

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

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

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

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SIMSBURY, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARSHFIELD, MA	MARSHFIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 06
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - UNK/NR
Obstructions to Vision- NONE	GO AROUND	
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)
PRIVATE	Current - YES	Total - 1070
SE LAND	Months Since - 12	Make/Model- 74
	Aircraft Type - UNK/NR	Instrument- 66
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ELECTRICAL FAILURE OCCURRED IN FLIGHT DUE TO AN ALTERNATOR BELT FAILURE. THE ACFT LANDED IN THE GRASS BESIDE THE RWY AND WAS DAMAGED. THE LANDING WAS DIFFICULT DUE TO DARKNESS, FOG AND NO LIGHTS. THE PLT TRIED TO USE FLAPS BUT FAILED DUE TO NO ELEC POWER. THE LANDING WAS LONG AND OFF THE RWY DUE TO LACK OF VISIBILITY. THE NOSE WHEEL COLLAPSED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2599

10/29/86

MARSHFIELD, MA

A/C Reg. No. N9585G

Time (Lc1) - 0230 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2547      12/10/86      WINDSOR, MA      A/C Reg. No. N65TD      Time (Lcl) - 0945 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - EXECUTIVE/CORPORATE	Fire	Crew 2	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass 4	0	0	0
Accident Occurred During - APPROACH					

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

Make/Model - BEECH 100	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 680 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ELYRIA, OH	
Completeness - FULL	Destination	<b>Airport Data</b>
Basic Weather - IMC	PITTSFIELD, MA	PITTSFIELD
Wind Dir/Speed- VARIABLE	<b>ATC/Airspace</b>	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - ICE COVERED
Obstructions to Vision- FOG		SLUSH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7520
SE LAND, ME LAND	Months Since - 10	Make/Model- 1500
	Aircraft Type - BE-100	Instrument- 889
		Multi-Eng - 3738
		Last 24 Hrs - 4
		Last 30 Days- 40
		Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARR FOR A LOC RWY 26 APCH, THE PLT WAS ADZD THE ABYSS FAN MARKER WAS NOTAMED OUT-OF-SVC. WITH ABYSS INOP, MIN DSCNT ALT (MDA) WAS 2200'. AFTER N65TD WAS CLRD FOR THE APCH, RADAR SVC WAS TERMINATED & THE FLT WAS CLRD TO ADZY FREQ. THE CREW CONTACTED UNICOM & OBTAINED ARPT & WX ADZY. UNICOM OPERATOR ADZD WINDS LGT & VRBL, ESTD 800' OVERCAST, VIS 5 MI, SLUSH & ICE RPRTD ON RWY 1/2 HR EARLIER. AFTER THE CREW RPRTD "PROCEDURE TURN INBND," NO FURTHER TRANSMISSIONS WERE RECD FM THE ACFT. SUBSEQUENTLY, IT HIT TREES ON RISING TRRN AT AN ELEV OF APRX 2200', APRX 7 MI BFR REACHING THE FINAL APCH FIX (FAF, DALTON NDB). MIN ALT FOR THE APCH IN THAT AREA WAS 3000'. NO PREIMPACT PART PRBLMS WERE FND DRG THE INV. WITNESSES RPRTD THE ENGS SOUNDED NORMAL BFR IMPACT; MTN TOPS WERE OBSCD. ARPT ELEV WAS 1194'. RADIO TRANSCRIPTS INDCD THE CREW WERE GETTING A WEAK SIGNAL FM THE DALTON NDB. ALTHO NOT A REQD NAVAID, CHESTER VORTAC WAS DEPICTED ON THE APCH CHART AS AN ADNL SOURCE TO ID THE FAF, BUT WAS NOTAMED AS OUT-OF-SVC. THE PLT DID NOT OBTAIN NOTAMS BFR FLT.

Brief of Accident (Continued)

File No. - 2547

12/10/86

WINDSOR, MA

A/C Reg. No. N65TD

Time (Lcl) - 0945 EST

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING
6. OBJECT - TREE(S)
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2591      12/26/86      LEOMINSTER, MA      A/C Reg. No. N8720C      Time (Lcl) - 1915 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model    - PIPER PA-28-181  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2550  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-326-A4M  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 180 HP

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

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

Weather Data

Wx Briefing    - FSS  
Method        - UNK/NR  
Completeness   - WEATHER NOT PERTINENT  
Basic Weather   - VMC  
Wind Dir/Speed- 250/007 KTS  
Visibility     - 20.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
NEWPORT NEWS, VA  
Destination  
NASHUA, NH

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FITCHBURG MUNI.  
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, SE SEA

Age - 43  
Biennial Flight Review  
Current        - YES  
Months Since   - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 206      Last 24 Hrs - 9  
Make/Model- 91        Last 30 Days- UNK/NR  
Instrument- 6         Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-28-181 DEPARTED ON A CROSS COUNTRY FLIGHT WITH FULL TANKS (48 GAL) ACCORDING TO THE PILOT. ENROUTE THE PILOT EXPERIENCED A POWER LOSS AT NIGHT AFTER FLYING FOR 3.9 HOURS. THE PILOT LANDED IN A RESIDENTIAL AREA AND STRUCK A HOUSE ON LANDING ROLL. THE PILOT RECEIVED MINOR INJURIES WHILE THE PASSENGER RECEIVED SERIOUS INJURIES. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. AN OCCUPANT IN THE HOUSE ALSO RECEIVED MINOR INJURIES. INVESTIGATION REVEALED THE AIRCRAFT'S FUEL TANKS WERE EMPTY AND THERE WAS NO EVIDENCE OF FUEL LEAKAGE.



Brief of Accident (Continued)

File No. - 2591

12/26/86

LEOMINSTER,MA

A/C Reg. No. N8720C

Time (Lc1) - 1915 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - RESIDENCE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2410      5/29/86      BERLIN, MD      A/C Reg. No. N12AP      Time (Lcl) - 1405 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	BUNTING AIRSTRIP
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 34
Lowest Sky/Clouds	Type of Clearance	- 2100 -UNK/NR
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- PRECAUTIONARY LANDING	- GRASS/TURF
Precipitation		Runway Status
Condition of Light		- DRY

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 952	Last 24 Hrs - 0
SE LAND, ME LAND, SE SEA	Months Since - 20	Make/Model - 56	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 27	Last 90 Days - 104
		Multi-Eng - 12	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING OUT AFTER PICKING UP AN ADVERTISING BANNER THE PILOT OF THE BELLANCA 7KCAB NOTICED THAT THE AIRCRAFT YAWED EXCESSIVELY TO THE RIGHT. AFTER VERIFYING THAT THE ENGINE WAS AT FULL POWER. THE PILOT ELECTED TO DROP THE BANNER AND MAKE A PRECAUTIONARY LANDING IN THE OVERRUN AREA OF THE RUNWAY. ON TOUCHDOWN THE AIRCRAFT HIT HARD AND THE RIGHT LANDING GEAR DEPARTED THE AIRCRAFT FOLLOWED BY THE RIGHT WING STRIKING THE GROUND. IN A REEXAMINATION GIVEN BY AN FAA OPERATIONS INSPECTOR IT WAS FOUND THAT THE PILOT HAD BEEN USING A TECHNIQUE FOR PICKING UP BANNERS THAT CAUSED THE AIRCRAFT TO COME VERY CLOSE TO A STALL.

Brief of Accident (Continued)

File No. - 2410

5/29/86

BERLIN,MD

A/C Reg. No. N12AP

Time (Lc1) - 1405 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. AIRCRAFT PERFORMANCE,YAWING MANEUVERS - ERRATIC
  3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  4. TOWING/ADVERTISING EQUIPMENT - DUMPED
- 

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  6. LANDING GEAR,MAIN GEAR - OVERLOAD
  7. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
- 

-----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. - 2589      6/04/86      MYERSVILLE, MD      A/C Reg. No. N7266B      Time (Lc1) - 1036 EDT

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

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

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

Make/Model - BEECH J-35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GAITHERSBURG, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HAGERSTOWN, MD	
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4655
SE LAND, ME LAND	Months Since - 13	Make/Model- 4130
	Aircraft Type - 35	Instrument- 25
		Multi-Eng - 100
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLIGHT AT 3500 FEET THE PILOT STATED HE EXPERIENCED A RAPID LOSS OF POWER. UNABLE TO RESTART THE ENGINE, HE WAS FORCED TO LAND IN A PASTURE WHICH WAS DIVIDED BY BARBED WIRE FENCES. THE AIRCRAFT COLLIDED WITH A FENCE AND CAME TO REST INVERTED. TEARDOWN EXAMINATION REVEALED THAT THE CRANKSHAFT HAD FAILED BETWEEN THE #2 CONNECTING ROD BEARING JOURNAL AND THE #2 MAIN BEARING JOURNAL. LABORATORY EXAMINATION DISCLOSED THAT THE FORWARD FRACTURE FACE OF THE UNDAMAGED AREAS HAD CHARACTERISTICS INDICATIVE OF HIGH CYCLE, LOW STRESS FATIGUE CRACK PROPAGATION.

Brief of Accident (Continued)

File No. - 2589

6/04/86

MYERSVILLE, MD

A/C Reg. No. N7266B

Time (Lc1) - 1036 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL  
-----

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

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - FENCE  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2420      8/23/86      PASADENA, MD      A/C Reg. No. N41464      Time (Lcl) - 1910 EDT

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

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

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

Make/Model	- BELLANCA CITABRIA	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	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BALTIMORE, MD	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	MOUNTAIN ROAD
Wind Dir/Speed		Runway Ident
225/012 KTS		- 27
Visibility	ATC/Airspace	Runway Lth/Wid
- 8.0 SM	Type of Flight Plan	- 1800/ 50
Lowest Sky/Clouds	- NONE	Runway Surface
- 4000 FT SCATTERED	Type of Clearance	- GRASS/TURF
Lowest Ceiling	- NONE	Runway Status
- 25000 FT OVERCAST	Type Apch/Lndg	- DRY
Obstructions to Vision	- TRAFFIC PATTERN	
- NONE	GO AROUND	
Precipitation	TOUCH AND GO	
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 11810
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 3	Make/Model - 261
HELICOPTER, GLIDER	Aircraft Type - BE-35	Instrument - 1850
		Multi-Eng - 1600
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 52
		Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ONE WITNESS WHO WATCHED N41464 MAKE THE APPROACH INDICATED THAT THE AIRCRAFT APPEARED TO BE TOO FAST AS IT PASSED THE 1/2 WAY POINT ON THE RUNWAY AND THAT IT BOUNCED BACK UP INTO THE AIR AFTER NOSING DOWN ONTO THE TURF RUNWAY. THE NOSE OF THE AIRCRAFT CAME UP AND THE LEFT WING WENT DOWN AS THE AIRCRAFT FLEW ALONG THE RIGHT SIDE OF THE RUNWAY. WITH ABOUT 1/3 OF 1800 FOOT RUNWAY LEFT THE WITNESS HEARD POWER BEING APPLIED TO THE ENGINE AND OBSERVED THE AIRCRAFT CLIMB ABOVE TREES AT THE END OF THE RUNWAY WITH THE ATTITUDE OF THE AIRCRAFT CONTINUING TO BE EXTREMELY NOSE HIGH. HE THEN SAW THE RIGHT WING DROP AND THE AIRCRAFT SPIN INTO SOME TREES. EXAM OF A/C DID NOT DISCLOSE ANY MALFUNCTIONS. THE ENG WAS MOUNTED ON A TEST STAND AND RUN SUCCESSFULLY.

Brief of Accident (Continued)

File No. - 2420

8/23/86

PASADENA,MD

A/C Reg. No. N41464

Time (Lc1) - 1910 EDT

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

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - DUAL STUDENT
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2508      7/12/86      WALTHAMER, ME

A/C Reg. No. N7861S

Time (Lcl) - 0500 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -AERIAL APPLICATION

Flight Conducted Under      -14 CFR 137

Accident Occurred During      -DESCENT

Fire  
NONE

Crew  
Pass

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

Make/Model      - BELL 47G-5

Landing Gear      - SKID

Max Gross Wt      - 2850

No. of Seats      - 2

Eng Make/Model - LYCOMING VO-435-B1A

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 220 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- CALM

Visibility      - 30.0      SM

Lowest Sky/Clouds      - SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAWN

Itinerary

Last Departure Point

EASTBROOK, ME

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 52

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type - B-47

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5150

Make/Model- 500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 4500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SPRAY RUN THE PILOT OF THE BELL 47 WAS BLINDED BY THE SUN AS HE WAS TURNING. THE AIRCRAFT STRUCK POWER LINES, CONTROL WAS LOST AND THE HELICOPTER CRASHED.



Brief of Accident (Continued)

File No. - 2508

7/12/86

WALTHAMER, ME

A/C Reg. No. N7861S

Time (Lcl) - 0500 EST

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. IN-FLIGHT PLANNING/DECISION - NOT PERFORMED - PILOT IN COMMAND
  3. OBJECT - WIRE, TRANSMISSION
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
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)

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2492      10/02/86      BUXTON, ME      A/C Reg. No. N94457      Time (Lcl) - 1100 EDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	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	ON AIRSTRIP
Method - N/A	LIMINGTON, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTLAND, ME	PRIVATE STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 577
SE LAND, ME LAND	Months Since - 2	Make/Model- 132
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 11
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 119

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING A SHORT FIELD LANDING AT A PRIVATE AIRSTRIP WHICH WAS GRASS COVERED AND WET. THE PILOT CAME IN TOO HIGH AND LONG AND ONCE ON THE GROUND, SKIDDED TO A STOP BETWEEN TWO TREES.

Brief of Accident (Continued)

File No. - 2492

10/02/86

BUXTON, ME

A/C Reg. No. N94457

Time (Lcl) - 1100 EDT

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

Finding(s)

1. TERRAIN CONDITION - WET
  2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND(CFI)
  3. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND(CFI)
  4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

5. OBJECT - TREE(S)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2557      11/15/86      JACKMAN,ME      A/C Reg. No. N6863N      Time (Lcl) - 1043 EST

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

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

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

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
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	OFF AIRPORT/STRIP
Method - N/A	MEGANIC,CD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKMAN,ME	NEWTON FIELD
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT	Type Apch/Lndg - FULL STOP	Runway Status - DRY
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 - NO	Total - 450
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 450
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A LANDING ON A RUNWAY MARKED WITH A X. THE RUNWAY WAS CLOSED BECAUSE IT HAD BEEN EXTENDED AND WAS VERY CLOSE TO SOME POWERLINES. THE PILOT HIT THE POWER LINES ON FINAL AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE PILOT WAS SERIOUSLY INJURED.

Brief of Accident (Continued)

File No. - 2557

11/15/86

JACKMAN,ME

A/C Reg. No. N6863N

Time (Lc1) - 1043 EST

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

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. WRONG RUNWAY - ATTEMPTED - PILOT IN COMMAND
3. OBJECT - WIRE,STATIC
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UNAPPROVED
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2553      12/07/86      TRENTON, ME      A/C Reg. No. N7651R      Time (Lcl) - 1225 EST

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

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

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

Make/Model - BEECH B23	Eng Make/Model - LYCOMING O-360-A2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BAR HARBOR, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BAR HARBOR
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3364/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 357
SE LAND	Months Since - 16	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 262
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER TAKEOFF, THE ACFT HAD CLIMBED TO 600 FT & WAS CLIMBING AT 300 FT/MIN, WHEN THE ENG "STARTED TO LABOR," THEN QUIT RUNNING. HE USED CARBURETOR HEAT & "PRIMED THROUGH POWER REDUCTION," BUT THE ENG WOULD NOT RESTART. DURING AN EMERG LNDG ON ROUGH TERRAIN, THE ACFT WAS DMGD. AT THAT TIME, THE TEMP WAS BELOW FREEZING (25 DEG F). NO MECHANICAL REASON WAS FND FOR THE LOSS OF PWR. WHEN THE CARB WAS REMOVED FROM THE ENG & DISSASSEMBLED, THE BOWL WAS FULL OF FUEL WITH NO EVIDENCE OF WATER CONTAMINATION.

Brief of Accident (Continued)

File No. - 2553

12/07/86

TRENTON, ME

A/C Reg. No. N7651R

Time (Lcl) - 1225 EST

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

Finding(s)

1. UNDETERMINED  
-----

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

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2549      1/29/86      BIRMINGHAM,MI      A/C Reg. No. N68653      Time (Lc1) - 1314 EST

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

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

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

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTS10-520N	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TROY,MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LANSING,MI	
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3855/ 50
Lowest Sky/Clouds -- 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1750
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ROTATION THE RIGHT ENG FAILED. THE ACFT ENTERED A SKIDDING TURN TO THE RT AND CONTINUED TO CLIMB TO ABOUT 100 FT AGL. DURING THE TURN 110 DEG FROM T.O. HEADING ACFT ROLLED INVERTED AND DESCENDED INTO A CAR PORT. EXTENSIVE POST IMPACT FIRE DESTROYED ACFT, CAR PORT AND THREE VEHICLES. GEAR WAS NOT RETRACTED AND PROP WAS NOT FEATHERED. DURING POST ACCIDENT EXAM OF THE RT ENG EXTENSIVE INTERNAL DAMAGE WAS FOUND.



Brief of Accident (Continued)

File No. - 2549

1/29/86

BIRMINGHAM,MI

A/C Reg. No. N68653

Time (Lc1) - 1314 EST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,TOTAL

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

Finding(s)

2. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
3. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)
7. OBJECT - RESIDENCE
8. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2502      3/14/86      FRANKFORT, MI      A/C Reg. No. N123RM      Time (Lcl) - 0605 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

2

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - BELLANCA 17-30A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3325  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520-K1B  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed      - CALM  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 800 FT OBSCURED  
Obstructions to Vision      - FOG  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
FRANKFORT, MI  
Destination  
GRAND RAPIDS, MI

ATC/Airspace

Type of Flight Plan      - IFR  
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      - 55  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - 17-30A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1606  
Make/Model      - 400  
Instrument      - 59  
Multi-Eng      - 1  
Last 24 Hrs      - UNK/NR  
Last 30 Days      - 15  
Last 90 Days      - 32

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT WAS TAKING OFF FROM HIS LOCAL ARPT AND LOCAL RESIDENTS DESCRIBED CONDITIONS OF 100 FT VIS IN HEAVY GROUND FOG. AFTER LIFT-OFF HE BEGAN A LEFT TURN TOWARD A 300 FT HIGH RIDGE TOPPED BY 100 FT TREES. THE ACFT STRUCK THE TREE TOPS, THE PLT LOST CONTROL AND IMPACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2502

3/14/86

FRANKFORT, MI

A/C Reg. No. N123RM

Time (Lcl) - 0605 EST

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

Finding(s)

1. OBJECT - TREE(S)
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. WEATHER CONDITION - FOG
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  6. PROPER CLIMB RATE - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

7. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2526      6/01/86      PAW PAW,MI      A/C Reg. No. N5152C      Time (Lcl) - 0930 EDT

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

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

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

Make/Model        - BEECH B35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear     - TRICYCLE-RETRACTABLE	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-----

<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- 250/012 KTS</p> <p>Visibility        - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ALEMNA</p> <p>Runway Ident        - 09</p> <p>Runway Lth/Wid     - 3250/ 100</p> <p>Runway Surface     - GRASS/TURF</p> <p>Runway Status      - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current        - UNK/NR	Total        - 400	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 70	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF AT APPROX 100' THE ENGINE BEGAN TO FALTER. THE PILOT DID A 180 DEG TURN AND LANDED ABOUT 1/2 WAY DOWN THE RUNWAY. AFTER BOUNCING TWICE AND SEEING THAT HE WOULD PROBABLY RUN OFF THE END, HE PERFORMED A GO-AROUND. AT A POINT NEAR THE END OF THE RUNWAY, ACCORDING TO HIS PASSENGER, THE ENGINE QUIT. THE AIRCRAFT THEN DESCENDED INTO TREES. FOLLOWING THE ACCIDENT THE FUEL SELECTOR WAS FOUND ON AN EMPTY TANK AND THE ENGINE RAN NORMALLY ON A TEST STAND.

Brief of Accident (Continued)

File No. - 2526

6/01/86

PAW PAW,MI

A/C Reg. No. N5152C

Time (Lcl) - 0930 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. FUEL SYSTEM,SELECTOR VALVE - NOT SWITCHED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
- 

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

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

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

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. - 2565      7/04/86      FRASER, MI      A/C Reg. No. N9499T      Time (Lcl) - 1900 EDT

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

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

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

Make/Model	- 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	- 3600	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	GAITHERSBURG, MD	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	TROY, MI	MCKINLEY
Wind Dir/Speed	- 240/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- 2910/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 250	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 20	Make/Model - 55	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT NOSED OVER DURING AN ATTEMPTED DOWNWIND DEAD STICK LANDING ON AN AIRPORT AFTER RUNNING OUT OF FUEL. THE AIRCRAFT LANDED AT MIDFIELD AND WAS UNABLE TO STOP BEFORE RUNNING OFF OF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2565

7/04/86

FRASER,MI

A/C Reg. No. N9499T

Time (Lcl) - 1900 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      OVERRUN

Phase of Operation      LANDING - ROLL

Finding(s)

4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. 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) 1,2,3,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2529      7/14/86      BENTON HARBOR, MI      A/C Reg. No. N81259      Time (Lcl) - 0715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - GRUMMAN AA5B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2000  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K  
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- 360/010 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 25000 FT THIN BKN  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
CASS CO MEM ARP, MI

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 - 27  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 225	Last 24 Hrs	- 0
Make/Model-	26	Last 30 Days-	14
Instrument-	56	Last 90 Days-	17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED ON RUNWAY 09. PASSENGER REMEMBERS THE PILOT STARTING TO TURN BACK TO THE AIRPORT WHEN THE WINGS WENT PERPENDICULAR TO THE HORIZON AND THE GROUND CAME RUSHING UP. TEARDOWN OF THE ENGINE REVEALED A BENT PUSH ROD AND A SPLIT PUSH ROD SHROUD ASSEMBLY.



Brief of Accident (Continued)

File No. - 2529

7/14/86

BENTON HARBOR, MI

A/C Reg. No. N81259

Time (Lcl) - 0715 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - BENT

Occurrence #2      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. STALL - 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) 2,3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2457      7/16/86      NORTON SHORES, MI      A/C Reg. No. N6857E      Time (Lcl) - 1238 EDT

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

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

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

Make/Model - CESSNA 441	Eng Make/Model - GARRETT TPE331-8-403S	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 - 10	Rated Power - 636 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOLLAND, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MUSKEGAN, MI	MUSKEGAN COUNTY
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6501/ 150
Lowest Sky/Clouds - 1100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - ASR	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 23298
SE LAND, ME LAND	Months Since - 8	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 8875
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N6857E WAS TRANSPORTING EXECUTIVES FROM HOLLAND, MI, TO MUSKEGON. THE PILOT WAS EXECUTING AN ASR APPROACH TO RUNWAY 06. THE MDA IS 537 FT AGL. CO-PILOT CALLED OUT 1200 FEET THEN BELOW 1000 FEET, PILOT CONTINUED APPROACH. AIRCRAFT STRUCK TREES TWO MILES FROM RUNWAY AT 15 FEET AGL. THE APPROACH WAS CONDUCTED IN HEAVY FOG CONDITIONS. THE PILOT HAD DESCENDED BELOW APPROACH MINIMUMS ON SEVERAL OCCASIONS IN THE PAST.

Brief of Accident (Continued)

File No. - 2457

7/16/86

NORTON SHORES, MI

A/C Reg. No. N6857E

Time (Lc1) - 1238 EDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
10. VISUAL LOOKOUT - NOT POSSIBLE - COPILOT
11. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2473      8/12/86      PERRINTON,MI      A/C Reg. No. N36284      Time (Lcl) - 2045 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	1	0	0	0
Accident Occurred During -DESCENT			1	0	0	0

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING 0-320-A2B	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	PERRINTON,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - 152	Make/Model- 150
		Instrument- 0
		Last 30 Days- 4
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PIC AND HIS PAX, ALSO A PVT PLT, DEPARTED THE PIC'S PVT AIRSTRIP FOR A LOCAL PLEASURE FLT. AN ACFT, SIMILAR IN SIZE AND COLOR TO THE PLT'S WAS SEEN DOING LOW LEVEL FLT AT TREE TOP LEVEL WITH ABRUPT PULL-UPS NEAR WHERE THE PLT NORMALLY FLEW. THE PLT AND PAX FAILED TO RETURN FROM THEIR FLT AND THE ACFT AND ITS OCCUPANTS WERE SUBSEQUENTLY DISCOVERED IN A FIELD CLOSE TO THE PLT'S RESIDENCE. IMPACT DAMAGE INDICATES THE ACFT WAS PROBABLY IN A LEFT TURN SPIN JUST PRIOR TO CRASHING. THE ACFT WAS SUBSTANTIALLY DAMAGED AND ITS TWO OCCUPANTS WERE KILLED.

Brief of Accident (Continued)

File No. - 2473

8/12/86

PERRINTON,MI

A/C Reg. No. N36284

Time (Lc1) - 2045 EDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  2. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2474      8/18/86      WHITE PIGEON, MI      A/C Reg. No. N6862Z      Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-25-235  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2900  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-540-A1D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - PATWAS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed      - CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PRIVATE STRIP  
Runway Ident      - 09  
Runway Lth/Wid      - 1300/      6  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY  
SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - 172RG

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 1500	Last 24 Hrs      - 5
Make/Model      - 700	Last 30 Days      - 120
Instrument      - 16	Last 90 Days      - 400

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT TOOK OFF WITH A FULL LOAD OF SEED ON A 1300 FT RUNWAY DURING SHIFTING WIND CONDITIONS. HE STRUCK A FENCE BEFORE HE HAD ENOUGH AIRSPEED TO ESTABLISH A CLIMB.

Brief of Accident (Continued)

File No. - 2474

8/18/86

WHITE PIGEON,MI

A/C Reg. No. N6862Z

Time (Lcl) - 0945 EDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - FENCE

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) 1,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2480      9/03/86      YPSILANTI,MI      A/C Reg. No. N88JF      Time (Lcl) - 0653 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-POSITIONING	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew 0	0	1	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- LEAR 24	Eng Make/Model	- GEN. ELECTRIC CJ610-4	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13000	Engine Type	- TURBOJET		
No. of Seats	- 3	Rated Power	- 2580 LBS THRUST		

-----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- CALM</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KANSAS CITY,MO</p> <p>Destination YPSILANTI,MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data DETROIT WILLOW RUN</p> <p>Runway Ident - 05R</p> <p>Runway Lth/Wid - 7522/ 150</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>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - 24</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3468</p> <p>Make/Model- 233</p> <p>Instrument- 425</p> <p>Multi-Eng - 1968</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 220</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

CREW ATTEMPTED ILS APPROACH WITH INDEFINITE CEILING AND RVR=0 IN FOG. CO-PILOT AT CONTROLS. DURING MISSED APPROACH, ACFT CONTACTED RUNWAY WHERE GLIDESLOPE INTERSECTS TERRAIN WITH SUFFICIENT FORCE TO SHEAR ALL THREE LANDING GEAR. RIGHT ENGINE SPOLLED DOWN DURING CLIMBOUT. CREW DIVERTED TO DETROIT METRO AND EFFECTED NO GEAR LANDING. MINOR FIRE BROKE OUT DURING GROUND SLIDE. BOTH ALTIMETERS BENCH CHECKED WITHIN TOLERANCES.



Brief of Accident (Continued)

File No. - 2480

9/03/86

YPSILANTI,MI

A/C Reg. No. N88JF

Time (Lcl) - 0653 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. MISSED APPROACH - IMPROPER - COPILOT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
3. MINIMUM DESCENT ALTITUDE - EXCEEDED - COPILOT
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. SUPERVISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER  
Phase of Operation CLIMB

Finding(s)

6. ENGINE INSTALLATION, SUSPENSION MOUNTS - PREVIOUS DAMAGE

Occurrence #3 FIRE  
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR - PREVIOUS DAMAGE

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2485      9/22/86      IMLAY CITY,MI      A/C Reg. No. N65130      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-36-285	Eng Make/Model - LYCOMING CONTINENTAL	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 060/002 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700
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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8956
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - 150	Make/Model- 3000
		Last 30 Days- 81
		Instrument- 61
		Last 90 Days- 225
		Multi-Eng - 75
		Rotorcraft - 209

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT TAKEOFF ACCELERATION DID NOT SEEM NORMAL. HE ROTATED APPROX 5 MPH EARLY AND COULD NOT CLIMB OUT. HE DELAYED EMERGENCY DUMPING OF THE LOAD OF INSECTICIDE UNTIL CLEARING A DRAINAGE DITCH. HE STATED THAT IF HE WOULD HAVE DUMPED AT THE END OF THE RUNWAY INSTEAD, THE ACCIDENT "WOULD PROBABLY NOT HAVE OCCURRED".

Brief of Accident (Continued)

File No. - 2485

9/22/86

IMLAY CITY,MI

A/C Reg. No. N65130

Time (Lcl) - 1730 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. ALL AVAILABLE RUNWAY - INADEQUATE - PILOT IN COMMAND
  3. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
  4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  5. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2476      10/30/86      GOWEN,MI      A/C Reg. No. N3782W      Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - RALLEY 3A	Eng Make/Model - CUYUNA 430-R	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 - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GOWEN,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 291
SE LAND	Months Since - 2	Make/Model- 53
	Aircraft Type - PA-28	Instrument- 8
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT STALLED WHILE PRACTICING AN EMERGENCY LANDING. HE ALSO STATED THAT HE SHOULD HAVE PULLED UP FROM THE PRACTICE EMERGENCY PROCEDURE SOONER.

Brief of Accident (Continued)

File No. - 2476

10/30/86

GOWEN,MI

A/C Reg. No. N3782W

Time (Lcl) - 1730 EST

---

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2415      4/07/86      ST PAUL, MN      A/C Reg. No. N9538B      Time (Lcl) - 0825 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	2	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 172-RG II	Eng Make/Model	- LYCOMING O-360-FIAG	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ST. PAUL, MN	
Completeness	Destination	Airport Data
Basic Weather	FERGUS FALLS, MN	ST. PAUL DOWNTOWN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	- VFR	Runway Surface
Precipitation	Type Apch/Lndg	- DIRT
Condition of Light	- FORCED LANDING	Runway Status
		- SOFT

-----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
SE LAND, ME LAND	Months Since	- 19	- 1148
	Aircraft Type	- UNK/NR	Make/Model
			- 370
			Instrument
			- 246
			Multi-Eng
			- 199
			Last 24 Hrs
			- 0
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT AFTER T.O. AND PASSING THRU 4000 FT SMOKE BEGAN TO ENTER THE CABIN. PLT DECLARED AN EMERGENCY AND TURNED TOWARD ARPT. ENG THEN BEGAN TO SHAKE VIOLENTLY. ACFT WAS CLEARED TO LD BUT PLT CONTINUED TO A POINT FOUR MI PAST BASE LEG, ATTEMPTED TO FLY UNDER BUT STRUCK A HI POWER LINE. PLT ELECTED TO LD GEAR DOWN IN SOFT SOIL AND DURING ROLL OUT NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2415

4/07/86

ST PAUL,MN

A/C Reg. No. N9538B

Time (Lc1) - 0825 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL REGULATOR - SIPHONING
2. LUBRICATING SYSTEM,OIL SEAL - LOSS,TOTAL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. FLUID,OIL - EXHAUSTION

Occurrence #3 FORCED LANDING  
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
7. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND

Occurrence #5 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

8. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
9. GEAR EXTENSION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2455      5/19/86      MONTEVIDEO,MN      A/C Reg. No. N9496G      Time (Lcl) - 0750 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D-23	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- VARIABLE/008 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 - NONE	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)
COMMERCIAL	Current - YES	Total - 329
SE LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL FROM A ROADWAY THE WIND SHIFTED FROM A HEADWIND TO A TAILWIND. THE PILOT OF THIS CROP DUSTER TURNED TO AVOID A STOP SIGN ON THE ROADWAY AND ALLOWED HIS LANDING GEAR TO TOUCH DOWN ON A CROSSING ROADWAY. THE AIRCRAFT THEN FLIPPED OVER ONTO ITS BACK IN THE FIELD BEYOND THE CROSSING ROADWAY BECAUSE OF ROUGH TERRAIN. THE PILOT STATED THAT HE KEPT THE PLANE LOW DURING THE TAKEOFF TO FLY UNDER WIRES RUNNING PARALLEL TO THE CROSSING ROADWAY. HE NEEDED TO KEEP THE PLANE LOW BECAUSE HE ROTATED LATER DUE TO THE TAILWIND.



Brief of Accident (Continued)

File No. - 2455

5/19/86

MONTEVIDEO,MN

A/C Reg. No. N9496G

Time (Lcl) - 0750 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
  3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2528      5/23/86      LINO LAKES, MN      A/C Reg. No. N5710D      Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Serious

0

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model    - PIPER PA-22-150  
Landing Gear   - FLOAT  
Max Gross Wt   - 2000  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-360-AID  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 180 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method          - N/A  
Completeness   - N/A

Basic Weather   - VMC

Wind Dir/Speed- 150/007 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds - 12000 FT THIN OVC

Lowest Ceiling   - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation    - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LINO LAKES, MN

Destination

RED LAKE ONTAR, CD

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SURFSIDE SEAPLANE

Runway Ident    - N/A

Runway Lth/Wid - 5500

Runway Surface   - WATER

Runway Status    - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current          - UNK/NR

Months Since    - UNK/NR

Aircraft Type   - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total            - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS AIRCRAFT WAS OVERLOADED ON TAKEOFF WITH EXTRA FUEL, CAMPING EQUIPMENT, A PASSENGER, AN OUTBOARD MOTOR, TOOLS AND THE LIKE. IN ADDITION THE CENTER OF GRAVITY WAS PROBABLY OUT OF SAFE LIMITS. AN ADDITIONAL FACTOR AFFECTING TAKEOFF AND TURN PERFORMANCE WAS A FOLDABLE BOAT ATTACHED EXTERNALLY TO THE AIRFRAME, WHICH CREATED DRAG. WHEN THE PILOT TURNED TO ALND SHORTLY FOLLOWING THE TAKEOFF, THE AIRCRAFT STALLED INTO THE WATER. THE PILOT WAS NOT FLOATPLANE RATED AND DID NOT HAVE A CURRENT MEDICAL CERTIFICATE. THE FLOATPLANE CONFIGURATION ON THIS AIRCRAFT WAS NOT APPROVED, NOR WAS THE INSTALLATION OF A LARGER ENGINE. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2528

5/23/86

LINO LAKES,MN

A/C Reg. No. N5710D

Time (Lcl) - 1400 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  3. AIRCRAFT PERFORMANCE, TURN CAPABILITY - INADEQUATE
  4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
  6. MAINTENANCE, MAJOR ALTERATION - IMPROPER - OTHER MAINTENANCE PSNL
  7. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  9. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2527

6/16/86

BROOTEN,MN

A/C Reg. No. N8122J

Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - BELL 47G-5

Landing Gear - SKID

Max Gross Wt - 2850

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-B1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - B-47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4600

Make/Model- 1200

Instrument- 900

Multi-Eng - 1100

Last 24 Hrs - 1

Last 30 Days- 10

Last 90 Days- 45

Rotorcraft - 2800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE HELICOPTER COLLECTIVE CONTROL FAILED TO RESPOND TO A CLIMB INPUT TO LEVEL OFF AFTER A DESCENT FOR AN AGRICULTURAL SWATH RUN. FIRE AND IMPACT DAMAGE TO THE HELICOPTER WAS EXTENSIVE, HOWEVER ONE BROKEN ROD END IN THE COLLECTIVE CONTROL SYSTEM FAILED THROUGH DUCTILE OVERSTRESS.

Brief of Accident (Continued)

File No. - 2527

6/16/86

BROOTEN,MN

A/C Reg. No. N8122J

Time (Lcl) - 1900 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL ROD - FAILURE, TOTAL
  2. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL ROD - OVERLOAD
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

-----  
----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. - 2470      7/06/86      NEW RICHLAND, MN      A/C Reg. No. N9824P      Time (Lcl) - 1030 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	1	0
Accident Occurred During      -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2900	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	NEW RICHLAND, MN	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds - 13000 FT SCATTERED	Type of Clearance - NONE	Runway Surface      - DIRT
Lowest Ceiling      - 25000 FT BROKEN	Type Apch/Lndg      - FORCED LANDING	Runway Status      - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current      - YES	Total      - 1559	Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - 3	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 57	Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT PERFORMED A FORCED LANDING WHICH RESULTED IN SUBSTANTIAL DAMAGE. WATER WAS FOUND IN THE FUEL SYSTEM. WATER WAS ALSO FOUND IN THE UNDERGROUND FUEL SUPPLY USED TO REFUEL THE CROP DUSTER.

Brief of Accident (Continued)

File No. - 2470

7/06/86

NEW RICHLAND, MN

A/C Reg. No. N9824P

Time (Lcl) - 1030 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID, FUEL - WATER
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - 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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2472      8/04/86      ARGYLE, MN      A/C Reg. No. N7617V      Time (Lcl) - 1155 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER CALLAIR A9B	Eng Make/Model	- LYCOMING IO-540-G1C5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 290 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - 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 - DIRT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 25</p> <p>Aircraft Type - 172RG</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 425</p> <p>Make/Model- 40</p> <p>Instrument- 55</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 40</p> <p>Last 90 Days- 50</p>
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SETTING UP FOR A SWATH RUN THE PILOT STRUCK THE GROUND IN A WINGS LEVEL DESCENT. HE STATED THAT A "WHIRLWIND" OR "DOWNDRAFT" PREVENTED HIM FROM PULLING UP IN TIME TO PRE-VENT IMPACT WITH THE GROUND.



Brief of Accident (Continued)

File No. - 2472

8/04/86

ARGYLE, MN

A/C Reg. No. N7617V

Time (Lcl) - 1155 CDT

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. PULL-UP - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2478      12/13/86      MCGRATH,MN      A/C Reg. No. N9198D      Time (Lcl) - 2320 CST

-----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 - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GRAND FORKS,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SIRLEN,WI	
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1300 FT	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 1300 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4730
SE LAND	Months Since - 11	Make/Model- 4679
	Aircraft Type - UNK/NR	Instrument- 56
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DESCENDING TO MAINTAIN VFR AND ACCUMULATING CLEAR ICE ON BOTH THE STRUCTURE AND WINDSCREEN, THE PLT DECIDED TO MAKE A PRECAUTIONARY LANDING. DURING LANDING IN AN OPEN AREA, THE LEFT WING STRUCK TWO APPLE TREES AND THE ACFT BECAME AIRBORNE AGAIN. AFTER THE SECOND TOUCHDOWN, THE ACFT CONTACTED A TRACTOR SCOOP AND SLID TO A STOP WITHIN "INCHES" OF A FARM BUILDING. THE PLT HAD RECEIVED A COMPLETE FSS WEATHER BRIEFING PRIOR TO DEPARTING GRAND FORKS, NORTH DAKOTA.

Brief of Accident (Continued)

File No. - 2478

12/13/86

MCGRATH,MN

A/C Reg. No. N9198D

Time (Lc1) - 2320 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. WEATHER CONDITION - LOW CEILING
  3. LIGHT CONDITION - NIGHT
  4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

7. OBJECT - TREE(S)
  8. WING - ICE
  9. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
- 

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

10. OBJECT - VEHICLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,8

Factor(s) relating to this accident is/are finding(s) 1,2,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2577      8/30/86      ALBANY, MO      A/C Reg. No. N3239U      Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAWRENCE, KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALBANY MUNICIPAL
Wind Dir/Speed- 190/013 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 50
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 220
SE LAND	Months Since - 0	Make/Model- 37
	Aircraft Type - C-182	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMMAND (PIC) RPRTD THAT A NORMAL APCH & FLARE WERE MADE, BUT AS THE ACFT TOUCHED DOWN, THE LEFT MAIN GEAR COLLAPSED. THE ACFT THEN SWERVED OFF THE RWY & CAME TO REST ON UPSLOPING DIRT TERRAIN. INVESTIGATION REVEALED THE LEFT MAIN LANDING GEAR SPRING STRUT, PN 0741601-1, HAD FAILED WHERE IT WAS CLAMPED TO THE FUSELAGE. A METALLURGICAL EXAM SHOWED THAT FATIGUE CRACKING HAD OCCURRED IN THE LOWER FORWARD AREA OF THE SPRING STRUT WHERE FRETTING HAD OCCURRED AT THE CLAMP. THE ACFT HAD A TOTAL FLT TIME OF 3060 HRS.

Brief of Accident (Continued)

File No. - 2577

8/30/86

ALBANY, MO

A/C Reg. No. N3239U

Time (Lcl) - 1945 CDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2542      8/31/86      VICHY,MO      A/C Reg. No. N738CH      Time (Lcl) - 2300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 172N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-H2AD  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 100/005 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
CAMDENTON,MO  
Destination  
ST. LOUIS,MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - MACADAM  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 181      Last 24 Hrs - 3  
Make/Model- 23      Last 30 Days- UNK/NR  
Instrument- 2      Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT'S AMMETER INDICATED THE ELECTRICAL SYSTEM WAS DISCHARGING WHILE AT CRUISE FIVE MILES WEST OF ROLLA NATIONAL AIRPORT, MISSOURI, AND THAT HE DECIDED TO CONTINUE TO HIS DESTINATION AIRPORT. FIFTEEN MILES EAST OF ROLLA NATIONAL AIRPORT, THE AIRCRAFT EXPERIENCED A TOTAL ELECTRICAL FAILURE AND A DECISION WAS MADE TO TURN BACK AND LAND AT ROLLA AIRPORT. THE PILOT STATED THAT HE ATTEMPTED TO LAND ON WHAT HE THROUGHT WAS A RUNWAY; HOWEVER, IT TURNED OUT TO BE A ROAD AND THE AIRCRAFT GROUND LOOPED INTO A DITCH.

Brief of Accident (Continued)

File No. - 2542

8/31/86

VICHY,MO

A/C Reg. No. N738CH

Time (Lcl) - 2300 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM - OUTPUT LOW
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
9. TERRAIN CONDITION - ROUGH/UNEVEN
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

11. LIGHT CONDITION - DARK NIGHT
12. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,10,12

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,9,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2541      9/22/86      KANSAS CITY, MO      A/C Reg. No. N9043V      Time (Lcl) - 2013 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - POSITIONING  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH E55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-CB  
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 - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 320/011 KTS  
Visibility - 1.500 SM  
Lowest Sky/Clouds - 600 FT  
Lowest Ceiling - 600 FT OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
WICHITA, KS  
Destination  
KANSAS CITY, MO

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

KNASAS CITY DOWNTOWN  
Runway Ident - 01  
Runway Lth/Wid - 7001/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND

Age - 53  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 14607  
Make/Model- 510  
Instrument- 1480  
Multi-Eng - 11678  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT THIS WAS A POSITIONING FLT FOR A 100 HR INSPN & THAT THE ACFT WAS HAVING ELECTRICAL PROBLEMS THRU-OUT THE FLT. ACCORDING TO HIM, HE EXTENDED THE FLAPS & PUT THE GEAR HANDLE IN THE DOWN POSITION AS HE MADE A VOR APCH AT NIGHT; HOWEVER, THE ACFT TOUCHED DOWN WITH THE LANDING GEAR RETRACTED. DURING THE WHEELS UP LANDING, A FIRE OCCURRED IN THE COCKPIT AREA, EXTENSIVELY DAMAGING THE INSTRUMENT PANEL, BUT THE ORIGIN OF THE FIRE WAS NOT VERIFIED. THE LANDING GEAR UPLOCKS WERE FOUND UNLATCHED, BUT THE WHEELS WERE FOUND IN THEIR RESPECTIVE WHEEL WELLS. AFTER THE ACFT WAS HOISTED OFF THE GROUND, ALL THREE WHEELS EXTENDED WITH NO DIFFICULTY WHEN THE EMERGENCY EXTENSION SYS WAS OPERATED. NEITHER THE ELECTRICAL GEAR MOTOR NOR THE INSIDE OF THE GEAR MOTOR COMPARTMENT WERE BURNED IN THE FIRE, BUT THE MOTOR HAD EVIDENCE OF THERMAL OVERLOAD DAMAGE AROUND THE WINDING. NO INFO WAS RECORDED ON THE TOWER TAPES TO INDICATE A GEAR PROBLEM BEFORE THE ACFT LANDED.



Brief of Accident (Continued)

File No. - 2541

9/22/86

KANSAS CITY,MO

A/C Reg. No. N9043V

Time (Lc1) - 2013 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. EMERGENCY EQUIPMENT - NOT USED - PILOT IN COMMAND
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Occurrence #2 FIRE  
Phase of Operation OTHER

Finding(s)

6. FUSELAGE,CABIN - FIRE
7. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2484      9/22/86      OLD MONROE, MO      A/C Reg. No. N6163N      Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -ROEDERER AVIATION, INC.	SUBSTANTIAL		Fatal	Serious
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Accident Occurred During -LANDING				Minor
				None
				1
				2

-----Aircraft Information-----

Make/Model - CESSNA T210M	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 - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PITTSFIELD, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS, MO	SPRIT OF ST. LOUIS
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2215
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 302
		Last 30 Days- UNK/NR
		Instrument- 170
		Last 90 Days- 164
		Multi-Eng - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC HAD INITIATED HIS DESCENT OT HIS DESTINATION ARPT WHEN HE RPTD EXPERIENCING ENG PBLMS. THE ROUGH RUNNING ENG FINALLY QUIT AND THE PIC MADE A FORCED LNDG TO AN OPEN FLD. THE SUBSEQUENT LNDG ENCOUNTERED A DITCH AND THE NOSE GEAR COLLAPSED. EXAM OF THE ENG REVEALED THAT THE EXHAUST VALVE OF ONE OF THE CYLINDERS HAD FAILED IN FATIGUE. METALLUGICAL EXAM NOTED THAT IT WAS A LOW STRESS, HIGH CYCLE FATIGUE FAILURE OF THE EXHAUST VALVE STEM NEAR THE VALVE FACE. THE ENG HAD BEEN COMPLETELY OVHLD 60 OPERATIONAL FLT HRS PRIOR TO THIS FAILURE. VALVES UTILIZED DUG OVHL MET MNFGRS SPEC.

Brief of Accident (Continued)

File No. - 2484

9/22/86

OLD MONROE, MO

A/C Reg. No. N6163N

Time (Lc1) - 1915 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, VALVE - FATIGUE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - NORMAL

-----  
Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2583      10/06/86      ARAB,MO      A/C Reg. No. N44KC      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - STAHL-AMETER MONNETT SONERAI II	Eng Make/Model - VOLKSWAGEN 7579 EVA-1600	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	COLUMBIA,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	POPLAR BLUFF,MO	Runway Ident - N/A
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- HAZE	FORCED LANDING	
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 - 164
SE LAND	Months Since - 12	Make/Model- 92
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT HAD CAPACITY FOR TEN GALLONS OF USABLE FUEL, AND THAT HE FLEW FOR LESS THAN AN HOUR BEFORE LANDING AT COLUMBIA, ILLINOIS. ACCORDING TO THE PILOT, THE SIGHT GAUGES WERE NOT ACCURATE ON THE GROUND AND HE DID NOT VISUALLY CHECK THE TANKS SINCE HE THOUGHT HE HAD ENOUGH FUEL TO FLY TO POPLAR BLUFF, MISSOURI. THE ENGINE LOST POWER WHILE AT CRUISE 25NM SHORT OF HIS DESTINATION AIRPORT AND THE PILOT LANDED IN TREE TOPS AND NOSED INTO THE GROUND AFTER MANEUVERING TO A FORCED LANDING. POST-ACCIDENT INVESTIGATION FOUND NO FUEL IN THE TANK, FUEL LINES, NOR FUEL STRAINER.

Brief of Accident (Continued)

File No. - 2583

10/06/86

ARAB,MO

A/C Reg. No. N44KC

Time (Lcl) - 1700 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2.      IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - 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      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

8. OBJECT - TREE(S)
9.      MANEUVER - IMPROPER - PILOT IN COMMAND

Occurrence #4      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2584      10/18/86      MACON,MO      A/C Reg. No. N1690K      Time (Lc1) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1400  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 110/013 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  
HUTCHINSON,KS  
Destination  
MACON,MO

Airport Proximity  
ON AIRPORT

Airport Data

MACON-FOWER MEM'L  
Runway Ident - 02  
Runway Lth/Wid - 3300/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR FLIGHT FOLLOWING  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND,SE SEA  
GLIDER

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2000	Last 24 Hrs - 8
Make/Model- 26	Last 30 Days- UNK/NR
Instrument- 268	Last 90 Days- 48
Multi-Eng - 44	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED MORE SEVERE CROSSWINDS THAN PLANNED UPON LANDING AND THAT HE TRIED REMEDIAL ACTION, INCLUDING A REJECTED LANDING, BUT IT CAME TOO LATE. THE WIND WAS BLOWING FROM THE RIGHT ON THE LANDING ROLL AS HE SHUT DOWN THE ENGINE AND DEFLECTED FULL LEFT RUDDER TO TRY TO GROUND-LOOP THE AIRPLANE. THE AIRCRAFT CAME TO REST IN AN AREA OF BRAMBLES AND VEGETATION AT THE BOTTOM OF A HOLLOW.

Brief of Accident (Continued)

File No. - 2584

10/18/86

MACON,MO

A/C Reg. No. N169OK

Time (Lc1) - 1215 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. ABORTED LANDING - DELAYED - PILOT IN COMMAND
8. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - HIGH VEGETATION

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) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2440      11/08/86      CHILLICOTHE, MO      A/C Reg. No. N55505      Time (Lcl) - 1715 CST

-----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      -TAXI			0	0	0
					1
					3

-----Aircraft Information-----

Make/Model      - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2450	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	CHILLICOTHE, MO	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	CHILLICOTHE
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident      - 32
Visibility      - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 3900 -UNK/NR
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 1304
SE LAND	Months Since      - 5	Make/Model- 844
	Aircraft Type - PA-28	Instrument- 163
		Multi-Eng - 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC RPTD THAT HE WAS TAXIING OUT FM THE RAMP AREA TO THE RUNUP AREA OF THE AIRPORT TO PREPARE FOR TAKEOFF. HE STATED HE HAD NOTICED GROUND EQUIPMENT OPERATING ON THE ARPT AS HE TAXIED OUT. HE HAD ALSO STATED THAT THE WINDSHIELD HAD BECOME FOGGED DURING THE TAXI TIME, WHICH RESTRICTED HIS ABILITY TO SEE. THE PIC DID NOT CONFIRM THAT STATEMENT IN HIS REPORT OF THE ACCIDENT. THE PIC STATED THAT THE VEHICLE, WHICH WAS A STREAMROLLER, WAS BACKING ONTO THE TAXIWAY AND HE SWERVED TO AVOID IT. THE ACFT'S LEFT WING TIP STRUCK THE LARGE ROLLER OF THE VEHICLE. THE PIC HAD STATED THAT HE WAS AWARE OF THE MOVEMENT OF THE VEHICLE, BUT DID NOT EXPECT IT TO MOVE ONTO THE TAXIWAY. THE OPERATOR OF THE ROLLER COULD NOT BE REACHED FOR COMMENT.



Brief of Accident (Continued)

File No. - 2440

11/08/86

CHILLICOTHE, MO

A/C Reg. No. N55505

Time (Lcl) - 1715 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - VEHICLE
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DRIVER OF VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2452      11/22/86      SUMMERSVILLE, MO      A/C Reg. No. N4326P      Time (Lc1) - 2000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage							
	DESTROYED		Fatal		Serious	Minor		None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0		0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0		0
Accident Occurred During -DESCENT								

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ROLLA, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SPRINGFIELD, MO	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 100 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 361
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- UNK/NR
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD FLOWN HIS ACFT FM SPRINGFIELD, MO TO OLATHE, KANSAS TO HAVE SOME REPAIR WORK ACCOMPLISHED AND WAS TO RETURN THAT SAME DAY. THE PIC NEVER RETURNED TO SPRINGFIELD. THE PIC HAD FLOWN TO SALEM, ILL WHERE WITNESSES STATED THEY OBSERVED THAT HE WAS CONFUSED AND DISORIENTED. THE PIC TRIED TO RETURN TO SPRINGFIELD, THE NEXT DAY, BUT STOPPED SHORT AT ROLLA, MISSOURI. AGAIN WITNESSES AT ROLLA STATED THAT THE PIC WAS CONFUSED AND DISORIENTED. THE PIC WAS ON THE PRESCRIPTION DRUGS TENORMIN AND LIBRIUM. BOTH OF THESE DRUGS HAVE WARNINGS THAT INCLUDE CONFUSION, DISORIENTATION AS SIDE EFFECTS. WEATHER IN THE CRASH SITE WHICH OCCURRED AT NIGHT, INCLUDED LOW CEILINGS AND FOG AND THE PIC WAS NOT INSTRUMENT RATED. THE FORECASTED WX FOR THE FLT TO SPRINGFIELD WAS VFR.

Brief of Accident (Continued)

File No. - 2452

11/22/86

SUMMERVILLE,MO

A/C Reg. No. N4326P

Time (Lcl) - 2000 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
7. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2466      11/26/86      NEVADA, MO      A/C Reg. No. N5976T      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTIENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 180/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BELTON, MO

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)

STUDENT

Age - 24

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 - 11

Make/Model- 2

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC PREFLIGHTED HIS ACFT PRIOR TO DEPARTURE, BUT THE PREFLIGHT DID NOT INCLUDE REFUELING THE ACFT WHICH CONTAINED ABOUT 8 GALLONS OF FUEL. NORMALLY THE 8 GALLONS OF FUEL WOULD HAVE BEEN SUFFICIENT TO REACH THE DESTINATION ARPT WHICH WAS 21 STATUTE MILES SOUTH OF THE DEPARTURE ARPT, BUT THE PIC DECIDED TO PRACTICE AERIAL MANEUVERS WHILE ENR TO THE FUEL STOP. THE PIC LATER REALIZED THAT THE PRACTICE SESSION HAD PLACED THE ACFT WELL SOUTH OF THE REFUELING AIRPORT, AND THE PIC TURNED THE ACFT BACK NORTH. SHORTLY AFTER TURNING THE ACFT AROUND, THE ENGINE QUIT. AN INSP OF THE FUEL SYSTEM REVEALED AN INSUFFICIENT SUPPLY OF FUEL TO REACH THE DESTINATION ARPT. NO OTHER ENG MECHANICAL DEFICIENCY WAS NOTED.

Brief of Accident (Continued)

File No. - 2466

11/26/86

NEVADA,MO

A/C Reg. No. N5976T

Time (Lcl) - 1615 CST

-----  
Occurrence #1       LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
  3. REFUELING - DELAYED - PILOT IN COMMAND
- 

Occurrence #2       FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY

-----

Occurrence #3       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE
- 

Occurrence #4       NOSE OVER  
Phase of Operation   LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2503      11/26/86      CLINTON, NC      A/C Reg. No. N122FP      Time (Lcl) - 1823 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

-----Aircraft Information-----

Make/Model - MACHIN/SMITH AEROSTAR 601P  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6500  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-J2BD  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 350 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 210/007 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 5000 FT THIN BKN  
Lowest Ceiling - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
NEW BERN, NC  
Destination  
KNOXVILLE, TN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - 601P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3000	Last 24 Hrs -	4
Make/Model-	175	Last 30 Days-	UNK/NR
Instrument-	350	Last 90 Days-	UNK/NR
Multi-Eng -	1000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE ON AN IFR FLT PLAN AT FL180, THE PLT ACKNOWLEDGED INSTRUCTIONS TO DSCND TO 16,000'. LATER, THE RADAR CONTROLLER (CLTR) NOTICED THE ACFT HAD DEVIATE FM COURSE & WAS NOT REPLYING WITH MODE "C" ALT INFO. THE CLTR REQD ALT INFO & THE PLT RESPONDED, ". . . I'VE LOST AN (AWFUL) LOT OF ALT, I GOT MIXED UP IN HERE & LOST ALT, I'M GOIN' BACK UP . . ." WHEN QUERIED, THE PLT RPRTD HE WAS AT 9000' & ACKNOWLEDGED INSTRUCTIONS TO CLIMB TO 14,000'. SHORTLY THEREAFTER, THE ACFT ENTERED A SPIRAL, THEN RADIO & RADAR CONTACT WERE LOST. AN IN-FLT BREAK-UP OCCURRED & THE WRECKAGE FELL OVR A WIDESPREAD AREA. AN EXAM REVEALED EVIDENCE THE WINGS & RGT HORIZONTAL STABILIZER HAD FAILED FM OVERLOAD, WITH THE WINGS SEPARATING IN AN UPWARD DRCTN. A WX STUDY INDCD THERE WERE CLD LAYERS FM ABOUT 14,000' TO 20,000' WITH LGT TO MOD MIXED ICING IN CLDS ABV 14,000 FT. ALSO, LGT TO MOD TURBC WAS FORECAST BLO 20,000' & WIDELY SCATTERED, IMBEDDED TSTMS WERE FORECAST IN AN AREA NORTH OF THE ACDNT AREA. WITNESSES RPRTD CLDS & OCNL LIGHTNING TO THE EAST.

Brief of Accident (Continued)

File No. - 2503

11/26/86

CLINTON, NC

A/C Reg. No. N122FP

Time (Lc1) - 1823 EST

-----  
Occurrence #1      ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DUSK
  2. WEATHER CONDITION - CLOUDS
  3. WEATHER CONDITION - ICING CONDITIONS
  4. WEATHER CONDITION - TURBULENCE
  5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  6. DESCENT - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  9. SPIRAL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
  11. WING - OVERLOAD
  12. HORIZONTAL STABILIZER SURFACE - OVERLOAD
- 

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) 7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2540    9/20/86    WEEPING WATER, NE    A/C Reg. No. N3832J    Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - LYCOMING O-320-E2D	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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROWNS
Wind Dir/Speed- 140/017 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE GRASS RUNWAY THRESHOLD DROPPED OFF AT THE LIP GIVING AN IMPRESSION OF BEING TOO HIGH ON FINAL APPROACH. THE AIRCRAFT STRUCK THE INCLINE THREE FEET SHORT OF THE RUNWAY LIP, BUCKLING THE NOSE GEAR. THE AIRCRAFT SLID TO A STOP OFF TO THE RIGHT SIDE OF THE RUNWAY.



Brief of Accident (Continued)

File No. - 2540

9/20/86

WEeping WATER,NE

A/C Reg. No. N3832J

Time (Lc1) - 1530 CDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   LANDING

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3.       IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5.       IMPROPER DECISION,INATTENTIVE - PILOT IN COMMAND

Occurrence #2       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING

Finding(s)

6. TERRAIN CONDITION - RISING

Occurrence #3       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2582      11/03/86      HYANNIS,NE      A/C Reg. No. N8173A      Time (Lcl) - 1400 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - LYCOMING O-360-A2F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HYANNIS,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4656
SE LAND	Months Since - 16	Make/Model- 4043
	Aircraft Type - C-170B	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS SERVICING CUSTOMERS WHILE ON THIS BUSINESS TRIP. ON HIS NEXT CALL, THE PILOT FURTHER STATED, HE WAS TO LAND IN A HAY FIELD THAT HE HAD PREVIOUSLY USED BUT, DUE TO WATER IN THE AREA, HE ELECTED TO LAND ON HIGHER GROUNDS. UPON LANDING, THE AIRPLANE ROLLED OVER ROUGH TERRAIN, WENT OUT OF CONTROL AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2582

11/03/86

HYANNIS,NE

A/C Reg. No. N8173A

Time (Lcl) - 1400 MST

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2580      11/11/86      GRETNA, NE      A/C Reg. No. N5175M      Time (Lcl) - 1535 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model      - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1670	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	OMAHA, NE	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - N/A
Wind Dir/Speed- 170/012 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Surface      - DIRT
Lowest Sky/Clouds      - 1000 FT SCATTERED	Type of Clearance      - NONE	Runway Status      - HIGH VEGETATION
Lowest Ceiling      - 25000 FT BROKEN	Type Apch/Lndg      - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - 580
SE LAND,ME LAND	Months Since      - 5	Make/Model- 445
	Aircraft Type - C-172	Instrument- 60
		Multi-Eng - 30
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 234

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR STATED THAT THIS TRAINING FLIGHT WOULD EMPHASIZE POWER REDUCTION MANUEVERS, TO INCLUDE: SLOW FLIGHT, POWER-OFF STALLS, AND FLIGHT AT MINIMUM CONTROLLABLE AIRSPEED. THIRTY MINUTES INTO THE FLIGHT, AND DURING THE APPLICATION OF POWER FOR RECOVERY, THE ENGINE BEGAN LOSING POWER AND EXPERIENCING WIDE FLUCTUATIONS IN R.P.M. REMEDIAL ACTION WAS FRUITLESS AS THE ENGINE WOULD ALTERNATE BETWEEN FULL POWER AND WINDMILLING, THEREFORE A LANDING WAS ATTEMPTED IN A CORNFIELD. REPORTS FROM THE NATIONAL WEATHER SERVICE FOR THE AREA WHERE THE ACCIDENT OCCURRED INDICATED FAVORABLE CONDITIONS FOR CARBURETOR ICING DUE TO THE HIGH HUMIDITY AND LOW TEMPERATURES.

Brief of Accident (Continued)

File No. - 2580

11/11/86

GRETNA,NE

A/C Reg. No. N5175M

Time (Lc1) - 1535 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. FUEL SYSTEM,CARBURETOR - ICE
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND(CFI)

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 - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2451      12/21/86      CAMBRIDGE, NE      A/C Reg. No. N2674G      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew      1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass      1	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CHAMPION 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	CAMBRIDGE, NE	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	Type Apch/Lndg	- NONE
Condition of Light		

-----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 - 103
SE LAND	Months Since	- 2	Make/Model - 80
	Aircraft Type	- 7 ECA	Instrument - 3
			Last 24 Hrs - 1
			Last 30 Days - 1
			Last 90 Days - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE LOW TIME PIC HAD BEEN FLYING HIS ACFT OVER THE FARM LAND IN SEARCH OF COYOTES. SEVERAL OF THE GRD CREW HAD FLOWN AS PSNGRS WITH HIM DURING THE TIME PERIOD OF THIS SEARCH. WITNESSES STATED THAT THEY SAW THE ACFT TURN LEFT AND RIGHT AS IT WAS SPOTTING THE ANIMALS. ONE WITNESS INDICATED THAT HE SAW THE ACFT TURN LEFT AND PITCH UP AND DESCEND INTO THE GND IN AN ATTEMPT TO SPOT AN ANIMAL. THE ACFT HAD BEEN FLOWN AT LOW ALTITUDE DURING THE SPOTTING. NO STRUCTURAL FAILURE WAS NOTED DURING THE INSPECTION OF THE ACFT AND CONTROL CONTINUUTY WAS CONFIRMED. THE ACFT ENGINE WAS RUNNING DURING THE IMPACT, AND THE PROPELLER BOLTS SHOWED SEPARATION FM THE MOUNTING FLANGE.

Brief of Accident (Continued)

File No. - 2451

12/21/86

CAMBRIDGE,NE

A/C Reg. No. N2674G

Time (Lcl) - 1615 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2.      IMPROPER DECISION, TOTAL - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - 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 - 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) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2576      5/25/86      MILAN, NH      A/C Reg. No. N6498H      Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-AIR SHOW	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-MANEUVERING	Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- PIPER J-3	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC INC	BERLIN
Wind Dir/Speed	- 050/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4900/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5000	Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - 22	Make/Model - 4000	Last 30 Days - 15
	Aircraft Type - J-3	Instrument - 0	Last 90 Days - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING A "DRUNKEN FARMER" ROUTINE AT A AIRSHOW. HE WAS OBSERVED IN THE AIR TO BEGIN A DESCENT FROM WHICH HE DID NOT RECOVER. THE PILOT WAS FATALLY INJURED IN THE CRASH AND THE AIRCRAFT DESTROYED. NO MECHANICAL OR PHYSICAL REASON FOR THE CRASH WAS DETERMINED.



Brief of Accident (Continued)

File No. - 2576

5/25/86

MILAN,NH

A/C Reg. No. N6498H

Time (Lc1) - 1415 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
  2. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
  3. UNDETERMINED
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2464      6/28/86      MOULTONBORO,NH

A/C Reg. No. N1068Y

Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation            -OTHER WORK USE  
Flight Conducted Under       -14 CFR 133  
Accident Occurred During    -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - BELL 206B III  
Landing Gear   - SKID  
Max Gross Wt   - 3350  
No. of Seats   - 5

Eng Make/Model - ALLISON 250-C-20B  
Number Engines - 1  
Engine Type    - TURBOSHAFT  
Rated Power    - 317 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- 230/008 KTS  
Visibility      - 5.0    SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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    - 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)  
COMMERCIAL,CFI  
SE LAND  
HELICOPTER

Age - 25  
Biennial Flight Review  
Current        - YES  
Months Since   - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	4390	Last 24 Hrs	-	UNK/NR
Make/Model	-	945	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	138
Multi-Eng	-	324	Rotorcraft	-	4390

Instrument Rating(s) - NONE

-----Narrative-----

THE BELL JET RANGER HAD JUST DROPPED OFF AN EXTERNAL LOAD AND WAS RETURNING DOWNHILL WHEN THE PILOT REPORTED HEARING A GROWLING NOISE IN THE AFT PORTION OF THE AIRCRAFT. HE AUTOROTATED TO LANDING AS CONTROL WAS LOST. WHEN THE WRECKAGE WAS EXAMINED AFTER IT HAD BEEN REMOVED FROM THE SCENE OF THE ACCIDENT, IT WAS NOTED THAT THE TAIL ROTOR GEAR BOX WAS OUT OF THE AIRFRAME AND ONE TAIL ROTOR BLADE WAS MISSING. EXAMINATION OF THE REMAINING TAIL ROTOR STUB BY THE NTSB LAB SHOWED THE FAILURE WAS OPPOSITE THE NORMAL DIRECTION OF ROTATION. WHAT THE TAIL ROTOR STRUCK WAS NOT DETERMINED. ROTATION OF THE 90 DEGREE GEARBOX REVEALED THERE WAS NO BINDING.

Brief of Accident (Continued)

File No. - 2464

6/28/86

MOULTONBORO,NH

A/C Reg. No. N1068Y

Time (Lcl) - 0915 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
  2. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
  3. AUTOROTATION - INITIATED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2586

7/22/86

WOLFEBORO,NH

A/C Reg. No. N13CH

Time (Lcl) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - HANSEN HAWK 304  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - BUICK V-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 280/005 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  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WOLFEBORO  
Runway Ident - 30  
Runway Lth/Wid - 4500/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,SE SEA

Age - 64  
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 - 3800  
Make/Model- 32  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- 11  
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIMENTAL AIRCRAFT EQUIPPED WITH A BUICK V-8 ALUMINUM BLOCK ENGINE EXPERIENCED POWER LOSS ON APPROACH FOR LANDING. THE PILOT DECIDED THAT THE DISTANCE AND TERRAIN WAS TOO GREAT FOR A GLIDE TO THE AIRPORT, AND AN EMERGENCY WATER LANDING IN A NEARBY LAKE WAS MADE. THE ENGINE WAS TESTED AND NO DISCREPANCIES WERE DISCOVERED.

Brief of Accident (Continued)

File No. - 2586

7/22/86

WOLFEBORO,NH

A/C Reg. No. N13CH

Time (Lc1) - 0820 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2592      8/16/86      EPSOM,NH

A/C Reg. No. N8937R

Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CHAMPION 7HC

Eng Make/Model - LYCOMING O-290-D2B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 135 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/004 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

MANCHESTER,NH

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)

STUDENT

Age - 43

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Last 24 Hrs - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT AND PASSENGER ON A LOCAL FLIGHT COLLIDED WITH A TREE, CRASHED AND BURNED. NO MALFUNCTION WAS FOUND WITH THE AIRCRAFT AND ENGINE. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2592

8/16/86

EPSOM,NH

A/C Reg. No. N8937R

Time (Lcl) - 1845 EDT

Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2437      5/02/86      POTTSTOWN,NJ      A/C Reg. No. N94577      Time (Lcl) - 1515 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 - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152 II

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N26

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/015 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

SKY MANOR

Runway Ident - 25

Runway Lth/Wid - 2500/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	318	Last 24 Hrs -	1
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Make/Model-	210	Last 30 Days-	UNK/NR
-------------	-----	---------------	--------

Instrument-	39	Last 90 Days-	79
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FLARE FOR LANDING, STUDENT PILOT ENCOUNTERED WIND SHEAR AND LANDED HARD, COLLAPSING THE NOSE GEAR, BOUNCING OFF TO THE LEFT OF THE RUNWAY, NOSE DIGGING INTO SOFT TURF, CAUSING AIRCRAFT TO COME TO REST INVERTED. AIRCRAFT WAS SUBSTANTIALLY DAMAGED. INSTRUCTOR PILOT AND STUDENT PILOT RECEIVED NO INJURIES.



Brief of Accident (Continued)

File No. - 2437

5/02/86

POTTSTOWN,NJ

A/C Reg. No. N94577

Time (Lcl) - 1515 EDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND(CFI)
- 

Occurrence #2            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)  
4. FLARE - MISJUDGED - DUAL STUDENT

-----

Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

-----

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2561

7/08/86

JOBSTOWN, NJ

A/C Reg. No. N7456G

Time (Lcl) - 1955 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	2	0
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-3ZD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - MILITARY

Method - TELETYPE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds -

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

WRIGHTSTOWN, NJ

Destination

VINCETOWN, NJ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

RED WING

Runway Ident - N/A

Runway Lth/Wid - 2064/ 50

Runway Surface - DIRT

Runway Status - DRY

SOFT

ATC/Airspace

Type of Flight Plan - MILITARY (VFR)

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

GO AROUND

TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI, MILITARY

SE LAND

HELICOPTER

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 - 1500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE ON THE THIRD LANDING ATTEMPT, THE STUDENT PILOT WAS HIGH AND FAST, THE INSTRUCTOR ALLOWED THE LANDING TO BE ACCOMPLISHED, ON THE LAST THIRD OF THE RUNWAY, THE CFI ATTEMPTED A GO-AROUND, THE FLAPS WERE NOT RETRACTED. THE AIRCRAFT CLEARED POWER LINES, BUT STALLED, AND IMPACTED THE GROUND, COMING TO REST INVERTED. THE AIRCRAFT WAS DEMOLISHED. BOTH THE CFI AND STUDENT SUFFERED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2561

7/08/86

JOBSTOWN,NJ

A/C Reg. No. N7456G

Time (Lc1) - 1955 EDT

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
2. AIRSPEED - EXCESSIVE - DUAL STUDENT
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
6. OBJECT - WIRE,TRANSMISSION
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND(CFI)

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

8. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND(CFI)
9. STALL - UNCONTROLLED - PILOT IN COMMAND(CFI)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2575      8/04/86      CRANFORD,NJ      A/C Reg. No. N2TW      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - WARD SKYBOLT	Eng Make/Model - UNK UNK	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LINDEN,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LINDEN,NJ	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 - DIRT
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,MILITARY	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES HEARD THE AIRCRAFT ENGINE POP, SPUTTER AND THEN GO SILENT. THE AIRCRAFT WAS OBSERVED TO CONTINUALLY LOSE ALTITUDE, THEN VISUAL CONTACT WAS LOST DUE TO THE TREE LINE. POST-ACCIDENT WRECKAGE EXAMINATION DISCLOSED NO EVIDENCE OF FUEL ON BOARD THE AIRCRAFT. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2575

8/04/86

CRANFORD,NJ

A/C Reg. No. N2TW

Time (Lcl) - 1500 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    UNKNOWN

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - 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    DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2564

8/11/86

SUSSEX,NJ

A/C Reg. No. N5803U

Time (Lcl) - 1240 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

Crew  
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	1	0	
0	0	1	0	

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed-  
Visibility - UNK/NR  
Lowest Sky/Clouds -  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SUSSEX  
Runway Ident - 21  
Runway Lth/Wid - 3510/ 75  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

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	-	202	Last 24 Hrs	- UNK/NR
Make/Model-	17		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-28-140 HAD JUST TAKEN OFF WHEN THE MAIN CABIN DOOR UNLOCKED AT THE TOP. THE PILOT RETURNED FOR A LANDING, HAD TO GO-AROUND DUE TO TRAFFIC, AND WAS ON FINAL FOR HIS SECOND APPROACH, WITH THE TOP OF THE MAIN CABIN DOOR STILL UNLOCKED. WHEN, PASSING A HILL THE AIRCRAFT STARTED TO SINK AND FULL POWER WOULD NOT STOP THE DESCENT. THE AIRCRAFT STRUCK TELEPHONE LINES AND A POLE SHEARING OFF THE RIGHT WING PRIOR TO HITTING THE GROUND. THE PILOT AND PASSENGER RECEIVED MINOR INJURIES WHILE THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE AIRCRAFT PROPELLER TIPS WERE BENT FORWARD AND THE LEADING EDGE OF THE PROPELLER HAD SEVERE LEADING EDGE DAMAGE AND CHORDWISE SCRAPES. THE ENGINE WAS EXAMINED AND NO DEFECTS OR MALFUNCTION COULD BE FOUND.

Brief of Accident (Continued)

File No. - 2564

8/11/86

SUSSEX,NJ

A/C Reg. No. N5803U

Time (Lc1) - 1240 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, EXTERIOR CREW - UNLOCKED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
4. OBJECT - RESIDENCE
5. OBJECT - WIRE, STATIC

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2418      8/27/86      ATLANTIC CITY, NJ      A/C Reg. No. N4571Q      Time (Lcl) - 0015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91D

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	1	0	0

Accident Occurred During -DESCENT - UNCONTROLLED

-----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/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- 200/010 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - 25000 FT THIN OVC  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BALTIMORE, MD  
Destination  
ATLANTIC CITY, NJ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BADER  
Runway Ident - 11  
Runway Lth/Wid - 2950/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
GO AROUND

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 116	Last 24 Hrs - 2
Make/Model- 45	Last 30 Days- 5
Instrument- 0	Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

UPON LNDING THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. HE THEN ABORTED THE LNDING AND ATTEMPTED A GO AROUND. DURING THIS MANEUVER THE ACFT STRUCK A MARSH AREA APRPOX .5 MILES FROM THE ARPT. THE PLT AND ONE PASSENGER RECEIVED FATAL INJURIES, ONE PAX WAS SERIOUSLY INJURED. EXAMINATION OF THE ACFT AND ENG DID NOT REVEAL ANY MALFUNCTIONS. THE TWR CONTROLLER RPTD WINDS OUT OF 200 DEGREES AT 10 TO 14 KTS AT THE TIME HE CLOSED ABT 15 MIN PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2418

8/27/86

ATLANTIC CITY, NJ

A/C Reg. No. N4571Q

Time (Lcl) - 0015 EDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - CROSSWIND
  3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2596      10/31/86      LINDEN, NJ      A/C Reg. No. N758YR      Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point LINDEN, NJ</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</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LINDEN</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 4137/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 471</p> <p>Make/Model- 109</p> <p>Instrument- 27</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 159</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT EXPERIENCED AN ENGINE POWER LOSS DURING CRUISE. PWR WAS RESTORED AND THE ACFT PROCEEDED THE PILOT WAS ABLE TO RETURN TO THE AIRPORT AND MADE A SOFT FIELD LANDING, COLLAPSING THE NOSE WHEEL DURING LANDING ROLL. THE REASON FOR THE PWR LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2596

10/31/86

LINDEN,NJ

A/C Reg. No. N758YR

Time (Lcl) - 1830 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)  
1. UNDETERMINED

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2545      11/28/86      JAMESBURG,NJ      A/C Reg. No. N7579      Time (Lcl) - 0910 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -HOVER

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model       - BELL 47-G2A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2850  
No. of Seats       - 3

Eng Make/Model - LYCOMING V0435-A1F  
Number Engines - 1  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 260 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- 180/001 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  
HIGHTSTOWN,NJ  
Destination  
HIGHTSTOWN,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      - DIRT  
Runway Status       - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
ME LAND  
HELICOPTER

Age - 44  
Biennial Flight Review  
Current            - YES  
Months Since       - 18  
Aircraft Type      - B-47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 8500  
Make/Model-       5000  
Instrument-       173  
Multi-Eng          - 1400  
Last 24 Hrs - 1  
Last 30 Days- 14  
Last 90 Days- 20  
Rotorcraft - 6008

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE CFI AND PRIVATE STUDENT WERE PRACTICING LIFTING OFF TO A HOVER. THE CFI ALLOWED THE STUDENT TO PREFORM ONE OR TWO UNDER SUPERVISION AND THEY WERE SATISFACTORY. THE CFI THEN ALLOSED THE STUDENT TO START PREFORMING THE MANUEVERS. THE CFI HEARD THE RIGHT SKID SNAP AND AS HE WAS ATTEMPTING TO APPLY LEFT CYCLIC AND LOWER THE COLLECTIVE THE HELICOPTER ROLLED OVER AND WAS DESTROYED BY FIRE, BOTH CFI AND STUDENT SUFFERED BURNS.

Brief of Accident (Continued)

File No. - 2545

11/28/86

JAMESBURG, NJ

A/C Reg. No. N7579

Time (Lc1) - 0910 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL SYSTEM, CYCLIC TRIM - INCORRECT
2. CYCLIC - NOT UNDERSTOOD - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - DUAL STUDENT
4. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
5. SUPERVISION - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - NOT MAINTAINED - DUAL STUDENT
7. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)

Occurrence #2      ROLL OVER  
Phase of Operation      HOVER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2430      12/20/86      CROSSROADS,NM      A/C Reg. No. N7821U      Time (Lc1) - 2331 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model        - CESSNA 172E  
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 - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method             - TELEPHONE  
Completeness       - FULL  
Basic Weather       - VMC  
Wind Dir/Speed-    080/008 KTS  
Visibility          - 20.0 SM  
Lowest Sky/Clouds   - 1100 FT  
Lowest Ceiling       - 1100 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point

BORGER, TX

Destination

BIG SPRING, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg       - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A

Runway Lth/Wid      - N/A

Runway Surface       - N/A

Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current            - N/A

Months Since       - N/A

Aircraft Type       - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total            - 93

Make/Model-        93

Instrument-        UNK/NR

Multi-Eng -        UNK/NR

Last 24 Hrs - 2

Last 30 Days- 16

Last 90 Days- 52

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WITH NO SIMULATED OR ACTUAL INSTRUMENT AND A TOTAL OF 9 HOURS NIGHT FLT TIME CALLED THE AMARILLO FAA FSS, WHO BRIEFED HIM ON WX FOR A FLT FROM BORGER, TEXAS, TO BIG SPRING, TEXAS, LOCATED 210 NM SOUTH. HE WAS BRIEFED ON MARGINAL VFR WX EN ROUTE AND IMC WX WITH CEILING OF 800 FEET AT DESTINATION. HE ALSO WAS ADVISED OF A WX FRONTAL SYSTEM EXPECTED TO MOVE INTO THE AREA OVERNIGHT WITH WIDESPREAD IMC BY MORNING. HE DEPARTED ON THE NIGHT VFR CROSS COUNTRY FLT BUT FAILED TO ARRIVE AT THE DESTINATION. THE FLT WAS REPORTED MISSING 9 DAYS AFTER TAKEOFF. THE WRECKAGE WAS LOCATED 84 NM WEST OF COURSE IN FLAT, VERY REMOTE RANGE LAND. THE ACFT IMPACTED IN A LEFT WING LOW, 30 DEGREES NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2430

12/20/86

CROSSROADS,NM

A/C Reg. No. N7821U

Time (Lc1) - 2331 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. LIGHT CONDITION - DARK NIGHT
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2438      2/27/86      ROCHESTER, NY      A/C Reg. No. N36638      Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -VAN-AIR	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TORONTO, CD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROCHESTER
Wind Dir/Speed- 270/008 KTS		Runway Ident - 25
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 4430 -UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
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)
ATP	Current - YES	Total - 3033
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- 630
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Multi-Eng - 2237

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING ROLL LEFT GEAR COLLAPSED, AIRPLANE SWERVED LEFT, CAME TO A STOP. AIRPLANE SUBSTANTIALLY DAMAGED. NO FIRE. NO INJURIES.



Brief of Accident (Continued)

File No. - 2438

2/27/86

ROCHESTER, NY

A/C Reg. No. N36638

Time (Lcl) - 1130 EST

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Occurrence #1      MAIN GEAR COLLAPSED

Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
  2.    UNDETERMINED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2407      4/15/86      WESTHAMPTON BCH,NY      A/C Reg. No. N4559X      Time (Lcl) - 0030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

0

-----Aircraft Information-----

Make/Model        - PIPER PA-28R-200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2600  
No. of Seats       - 4

Eng Make/Model - CONTINENTAL IO-360-OC  
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        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- CALM  
Visibility          - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling     - NONE  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ALBANY,NY  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance    - IFR  
Type Apch/Lndg       - ADF/NDB

Airport Proximity  
ON AIRPORT

Airport Data

SUFFOLK CO.  
Runway Ident       - 24  
Runway Lth/Wid    - 9000/ 150  
Runway Surface     - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 22

Biennial Flight Review

Current            - UNK/NR  
Months Since       - UNK/NR  
Aircraft Type       - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total            - 791  
Make/Model-       150  
Instrument-       79  
Multi-Eng -       35  
Last 24 Hrs - 14  
Last 30 Days- UNK/NR  
Last 90 Days- 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT INSTRUCTIONAL FLIGHT RETURNED TO THE AIRPORT LATE AT NIGHT AND SUCCESSFULLY COMPLETED TWO INSTRUMENT APPROACHES WITH MISSED APPROACHES. THE PILOTS HAD BEEN ADVISED OF A LOW LAYER OF FOG ON THE AIRPORT. ON THE THIRD AND FINAL APPROACH, AFTER GOING VISUAL, THE AIRCRAFT DESCENDED BELOW THE MDA AND STILL HAD THE RUNWAY IN SIGHT. THE PILOT LOST FORWARD VISIBILITY AT APPROXIMATELY 100 FT AGL AFTER ENTERING A LOW LAYER OF FOG AT 150 FT AGL. THE CFI TOOK CONTROL OF THE AIRCRAFT AND ATTEMPTED A GO-AROUND. DURING THE ATTEMPTED GO-AROUND THE AIRCRAFT STRUCK THE GROUND 60 FT TO THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE, AND THE TWO OCCUPANTS WERE UNINJURED.

Brief of Accident (Continued)

File No. - 2407

4/15/86

WESTHAMPTON BCH,NY

A/C Reg. No. N4559X

Time (Lcl) - 0030 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

4. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
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) 2,5

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. - 2422

4/22/86

BUFFALO, NY

A/C Reg. No. N1909G

Time (Lcl) - 0130 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI  
Name of Carrier -FLIGHT GROUP, INC.  
Type of Operation -NON SCHED,DOMESTIC,CARGO  
Flight Conducted Under -14 CFR 135  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA C-310R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5500  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-540M  
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 - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/007 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ROCHESTER, NY  
Destination  
BUFFALO, NY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

BUFFALO  
Runway Ident - 32  
Runway Lth/Wid - 5376/ 150  
Runway Surface - ASPHALT  
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	2800	Last 24 Hrs	-	2
Make/Model	-	600	Last 30 Days	-	UNK/NR
Instrument	-	89	Last 90 Days	-	270
Multi-Eng	-	950			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE C-310R STATED UPON LANDING FLARE HE HEARD A LOUD NOISE ON THE RIGHT SIDE. HIS SPEED WAS SUCH THAT HE BECAME AIRBORNE AGAIN ON RELANDING RIGHT PROPELLER BLADES STRUCK RUNWAY. AIRCRAFT SUFFERED MAJOR WING AND STRUCTURAL DAMAGE.

Brief of Accident (Continued)

File No. - 2422

4/22/86

BUFFALO, NY

A/C Reg. No. N1909G

Time (Lc1) - 0130 EST

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Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND

2. FLARE - IMPROPER - PILOT IN COMMAND

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2401

5/08/86

OTSELIC,NY

A/C Reg. No. N7313Q

Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
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/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 - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
UTICA,NY  
Destination  
BINGHAMTON,NY

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)

PRIVATE  
SE LAND,ME LAND

Age - 34

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 492	Last 24 Hrs - UNK/NR
Make/Model- 32	Last 30 Days- UNK/NR
Instrument- 24	Last 90 Days- UNK/NR
Multi-Eng - 99	

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE CESSNA 182P WAS CRUISING AT 2500 FT WHEN IT EXPERIENCED AN ENGINE FAILURE. THE PILOT MADE A LANDING IN A PLOWED FIELD ACROSS THE FURROWS. THE NOSE WHEEL BROKE OFF ON LANDING AND THE AIRCRAFT FLIPPED OVER. THE PILOT RECEIVED MINOR INJURIES WHILE THE PASSENGER WAS UNINJURED AND AND AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE CAUSE OF THE ENGINE FAILURE WAS A BROKEN CONNECTING ROD.

Brief of Accident (Continued)

File No. - 2401

5/08/86

OTSELIC,NY

A/C Reg. No. N7313Q

Time (Lc1) - 1430 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2461      5/10/86      EAST FISHKILL,NY      A/C Reg. No. N8511Z      Time (Lcl) - 1224 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		0	0	0	0

-----Aircraft Information-----

Make/Model      - ROBINSON R-22A  
Landing Gear      - SKID  
Max Gross Wt      - 1370  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-B2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 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- 310/006 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
POUGHKEEPSIE,NY  
Destination  
DANBURY,CT

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  
HELICOPTER

Age      - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - R22-HP

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 435      Last 24 Hrs      - 0  
Make/Model- 61      Last 30 Days- 12  
Instrument- 92      Last 90 Days- 18  
Multi-Eng      - 17      Rotorcraft      - 67

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

DURING A VFR FLIGHT WITNESSES OBSERVED THE HELICOPTER TO BREAKUP IN FLIGHT AS A PLANE PASSED IN THE OPPOSITE DIRECTION. IT COULD NOT BE ESTABLISHED WHAT TYPE OF ACFT IT WAS OR HOW CLOSE IT CAME TO N8511Z. METALLURGICAL EXAM OF THE MAIN ROTOR HEAD COMPONENTS AND THE EXAM OF THE ENGINE DID NOT REVEAL ANY MALFUNCTIONS OR FAILURES THAT COULD HAVE CONTRIBUTED TO THE INFLIGHT SEPARATION OF THE TAILBOOM.



Brief of Accident (Continued)

File No. - 2461

5/10/86

EAST FISHKILL, NY

A/C Reg. No. N8511Z

Time (Lcl) - 1224 EDT

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Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    CRUISE

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - EXCESSIVE - PILOT IN COMMAND
  2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2460      6/04/86      CHAUMONT, NY

A/C Reg. No. N82079

Time (Lcl) - 1905 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

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 A-65-8

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- 220/006 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

THREE MILE BAY, NY

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 - 52

Biennial Flight Review

Current           - YES

Months Since      - 11

Aircraft Type      - 7AC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total            - 836

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- 1

Last 90 Days- 5

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED HIS PRIVATE STRIP AND CRASHED ABOUT 5 MINUTES LATER IN A STEEP NOSE DOWN ATTITUDE. OVER 50 PER CENT OF THE FLUID IN THE CARBURETOR WAS A CONTAMINANT.

Brief of Accident (Continued)

File No. - 2460

6/04/86

CHAUMONT,NY

A/C Reg. No. N82079

Time (Lc1) - 1905 EST

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Occurrence #1        LOSS OF POWER  
Phase of Operation    UNKNOWN

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - EMERGENCY  
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
4. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2459      6/16/86      WESTPORT,NY      A/C Reg. No. N9094W      Time (Lcl) - 2015 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	1	0	0
Accident Occurred During	-	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-235	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - .250 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SYRACUSE,NY</p> <p>Destination</p> <p>BURLINGTON,VT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</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 - ASPHALT</p> <p>Runway Status - WET</p>
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-----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 - UNK/NR	Total - 230
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-28-235 MADE AN OFF AIRPORT LANDING AT NIGHT IN CONDITIONS OF REDUCED VISIBILITY, WITH RAIN, GUSTY WINDS AND THUNDERSTORMS IN THE AREA. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT RECEIVED SERIOUS INJURIES. POST CRASH EXAMINATION OF THE ENGINE SHOWED NO PRE-EXISTING PROBLEMS. A MECHANIC WHO EXAMINED THE AIRFRAME NOTED THE AUXILIARY FUEL SELECTORS VALVES WOULD LEAK AIR INTO THE FUEL SYSTEM IF THE AUXILIARY TANKS WERE EMPTY. THE CAUSE OF THE OFF AIRPORT LANDING WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2459

6/16/86

WESTPORT,NY

A/C Reg. No. N9094W

Time (Lcl) - 2015 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
2. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - RAIN
8. 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) 4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2490

7/27/86

FARMINGDALE, NY

A/C Reg. No. N83BA

Time (Lcl) - 1227 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	4

-----Aircraft Information-----

Make/Model - BEECH BE-20  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 12500  
No. of Seats - 11

Eng Make/Model - P&W PT6A-42  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 1710 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 240/007 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1500 FT  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FARMINGDALE, NY  
Destination  
ERIE, PA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

REPUBLIC  
Runway Ident - 19  
Runway Lth/Wid - 5516 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, SE SEA

Age - 44

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - CE-500

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4722	Last 24 Hrs	- UNK/NR
Make/Model-	187	Last 30 Days-	UNK/NR
Instrument-	602	Last 90 Days-	42
Multi-Eng -	4332		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A SHORT DISTANCE ON THE TAKEOFF ROLL, THE AIRCRAFT VEERED SHARPLY TO THE LEFT. PILOT ATTEMPTED TO CORRECT, BUT WAS UNSUCCESSFUL AND THE AIRCRAFT COLLIDED WITH PARKED UNOCCUPIED AIRCRAFT.

Brief of Accident (Continued)

File No. - 2490

7/27/86

FARMINGDALE, NY

A/C Reg. No. N83BA

Time (Lcl) - 1227 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
  4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - AIRCRAFT PARKED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2517      8/05/86      FARMINGDALE, NY      A/C Reg. No. N9359T      Time (Lcl) - 1539 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	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During	-LANDING					

-----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	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	FARMINGDALE
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 19
Lowest Sky/Clouds	Type of Flight Plan	Runway Lth/Wid
- CLEAR	- NONE	- 5516/ 150
Lowest Ceiling	Type of Clearance	Runway Surface
- NONE	- NONE	- GRASS/TURF
Obstructions to Vision	Type Apch/Lndg	Runway Status
- NONE	- TRAFFIC PATTERN	- DRY
Precipitation	FORCED LANDING	
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 173
SE LAND	Months Since - 22	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 42
		Last 30 Days - UNK/NR
		Instrument - 9
		Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-38-112 HAD JUST TAKEN OFF AND WAS ON CROSSWIND WHEN IT EXPERIENCED A POWER LOSS. THE PILOT LANDED IN A CEMETARY AND BOTH THE PILOT AND PASSENGER RECEIVED MINOR INJURIES. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. EXAMINATION OF THE ACFT REVEALED FUEL IN THE TANKS. THE ENGINE AS TEST RAN SATISFACTORILY. THE CAUSE OF THE POWER LOSS WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 2517

8/05/86

FARMINGDALE, NY

A/C Reg. No. N9359T

Time (Lc1) - 1539 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2574      8/24/86      MIDDLETOWN,NY      A/C Reg. No. N7XT      Time (Lcl) - 1405 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	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- SCHEMPP-HIRTH K G VENTUS A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 948	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - IN PERSON</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - 4000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">MIDDLETOWN,NY</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p style="text-align: center;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="text-align: center;">RANDALL</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
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) - AIRPLANE

-----Narrative-----

THE SAILPLANE WAS BEING TOWED INTO THE AIR. IT WAS OBSERVED TO COME OFF THE GROUND IN A TAIL LOW ATTITUDE AND THEN START PORPOSING. THE AIRCRAFT WAS RELEASED FROM THE TOW PLANE AND IMPACTED. THE PILOT WAS FATALLY INJURED AND THE AIRCRAFT DESTROYED. NO EVIDENCE OF A PRE-EXISTING FAILURE OR MALFUNCTION WAS NOTED. THE AIRCRAFT WAS CARRYING BOTH WATER AND LEAD SHOT FOR BALLAST, HOWEVER THE BREAKUP OF THE AIRCRAFT ON IMPACT PREVENTED A DETERMINATION OF THE AIRCRAFT WEIGHT AND BALANCE AT THE TIME OF THE ACCIDENT. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2574

8/24/86

MIDDLETOWN,NY

A/C Reg. No. N7XT

Time (Lcl) - 1405 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
2. LIGHT CONDITION - DAYLIGHT  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)  
3. TERRAIN CONDITION - HIGH VEGETATION  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2588      9/19/86      LAPEER, NY      A/C Reg. No. N2680S      Time (Lcl) - 0113 EDT

-----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	1	Serious	Minor	None
Accident Occurred During -MANEUVERING			1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 337D	Eng Make/Model - CONTINENTAL IO-360-C/D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLORENCE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ENDICOTT, NY	EDWIN A. LINK FLD. BROOME
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 100 FT PART OBS	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 100 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 715
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 8
	Aircraft Type - C-337D	Make/Model - 20
		Last 30 Days - 10
		Instrument - 75
		Last 90 Days - 20
		Multi-Eng - 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING THE PLTS ATTEMPT TO COMPLETE A NIGHT X-COUNTRY IN IMC WX CONDITIONS. THE FLT HAD PROGRESSED APRX 4 HRS & 34 MIN FROM SC TO NY PRIOR TO THE CRASH. THE PLT WAS NOT CURRENTLY RATED TO FLY IFR. THE PLT REPORTED BY RADIO TO SYRACUSE APPRCH CONTROL THAT HE LOST AN ENG TRYING TO APPROACH HIS DEST AND HE WAS GOING TO BINGHAMTON NY. THE WX WENT BELOW MINIMUMS AT BINGHAMTON AND THE CONTROLLING AGENCIES WERE UNABLE TO MAINTAIN RADIO CONTACT WITH N2680S. CONTACT WAS TRIED THRU OTHER ACFT . ONE ACFT SAID HE HEARD TRANSMISSIONS FROM N2680S BUT NO ANSWERING ACKNOWLEDGEMENTS. A SHORT TIME LATER RADAR CONTACT WAS LOST. THE ACFT CRASHED IN A FIELD WITH A TREE LINE NEAR LAPEER NY. ON SITE INVESTIGATION DETERMINED THAT BOTH ENGINES WERE PRODUCING PWR AT IMPACT. ALL CHECKS INDICATED NORMAL OPERATION. THERE WAS NO EVIDENCE OF ANY MALFUNTION OF THE ACFT. TOXICOLOGY SCREENING RESULTS WERE NEGATIVE FOR THE PLT.

Brief of Accident (Continued)

File No. - 2588

9/19/86

LAPEER, NY

A/C Reg. No. N2680S

Time (Lcl) - 0113 EDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. RADIO COMMUNICATIONS - IMPROPER USE OF - PILOT IN COMMAND
  6. FLUID, FUEL - LOW LEVEL
  7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,7

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2491      10/07/86      SO. DAYTON, NY      A/C Reg. No. N50832      Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model        - CESSNA 150  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL O-200A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 100 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- 160/010 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  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg       - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data  
SO. DAYTON

Runway Ident        - 18  
Runway Lth/Wid      - 3880/ 60  
Runway Surface      - GRASS/TURF  
Runway Status       - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 34  
Biennial Flight Review  
Current            - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - UNK/NR

	Flight Time (Hours)	
Total	- 20	Last 24 Hrs - UNK/NR
Make/Model-	3	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT CAME IN LONG AND HIGH, BOUNCED THE AIRCRAFT A FEW TIMES. THE NOSE WHEEL COLLPASED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2491

10/07/86

SO. DAYTON, NY

A/C Reg. No. N50832

Time (Lc1) - 1030 EDT

-----  
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
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
  4. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2509      10/10/86      POUGHKEEPSIE,NY

A/C Reg. No. N42943

Time (Lcl) - 1332 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass  
NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-32  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - LYCOMING IO-540-K1GS  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TETERBORO,NJ  
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

DUTCHESS CO.  
Runway Ident      - 15  
Runway Lth/Wid      - 3003/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 421	Last 24 Hrs	- UNK/NR
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	30
Multi-Eng	- 104		

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-32, LANDING WITH A 5 KNOT QUARTERING TAILWIND FROM THE RIGHT, RAN OFF THE LEFT SIDE OF THE RUNWAY AND STRUCK THE WINDSOCK RECEIVING SUBSTANTIAL DAMAGE. THE PILOT AND 2 PASSENGERS WERE NOT INJURED. THE PILOT REPORTED THAT UPON TOUCHDOWN HE FELT SOMETHING STRANGE ON THE LEFT SIDE TIRE AND COULD NOT KEEP THE AIRCRAFT STRAIGHT WITH THE RUDDER. WHEN THE AIRCRAFT WAS EXAMINED IT WAS FOUND TO HAVE TWO FLAT MAIN TIRES.



Brief of Accident (Continued)

File No. - 2509

10/10/86

POUGHKEEPSIE,NY

A/C Reg. No. N42943

Time (Lcl) - 1332 EDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,TIRE - BURST
  2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            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) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2495      10/11/86      PORT JEFFERSON,NY      A/C Reg. No. N67903      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    - CESSNA C-152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type    - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power    - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing    - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method        - N/A	STRATFORD,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	POTTSTOWN,PA	
Wind Dir/Speed-	ATC/Airspace	Runway Ident    - N/A
Visibility     - 20.0    SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance   - NONE	Runway Surface - WATER
Lowest Ceiling    - 3000 FT	Type Apch/Lndg    - STRAIGHT-IN	Runway Status   - WATER - CHOPPY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation    - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current        - N/A	Total        - 70
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 70
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 152 EXPERIENCED A TOTAL LOSS OF POWER FOR UNKNOWN REASON WHILE LEVELING OFF AT 1800 FT. THE STUDENT PILOT ESCAPED WITHOUT INJURY FROM THE AIRCRAFT AFTER IT WAS DITCHED IN LONG ISLAND SOUND. THE AIRCRAFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2495

10/11/86

PORT JEFFERSON, NY

A/C Reg. No. N67903

Time (Lc1) - 1300 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
  2. UNDETERMINED
- 

Occurrence #2        DITCHING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DAYLIGHT
- 

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. - 2598      10/15/86      LEROY, NY      A/C Reg. No. N60CS      Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-38	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	LEROY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 28
Lowest Sky/Clouds	Type of Clearance	- 2650/ 35
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			6
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 83

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLIGHT INSTRUCTOR SIMULATING AN EMERGENCY LANDING, LANDED ON MAIN LANDING GEARS AND TAIL. AIRCRAFT VEERED TO THE RIGHT OFF THE RUNWAY AND COLLIDED WITH BUSHES.

Brief of Accident (Continued)

File No. - 2598

10/15/86

LERDY, NY

A/C Reg. No. N60CS

Time (Lcl) - 1300 EDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND(CFI)
  2. FLARE - MISJUDGED - PILOT IN COMMAND(CFI)
- 

Occurrence #2           LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)
- 

Occurrence #3           ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2600      11/01/86      SELKIRK,NY      A/C Reg. No. N6552R      Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH 19	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SO. ALBANY,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SO. ALBANY
Wind Dir/Speed-	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2810/ 22
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 - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 907
ME LAND,SE SEA	Months Since - 1	Make/Model- 170
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 72
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ATTEMPTED A LANDING WITHOUT LEFT AILERON CONTROL. THE AIRCRAFT TURNED RIGHT THEN WENT INTO AN UNCONTROLLABLE SLOW SPIRAL TO THE GROUND. THE FAILED CONTROL ROD END BEARINGS SHOWED EVIDENCE DURING POST ACC INVEST THAT THEY HAD NOT BEEN LUBRICATED FOR A LONG TIME. ONE CONTROL ROD P.N 169-524035-3 WAS FOUND SEPARATED AT THE P/N 169-3880082-3.

Brief of Accident (Continued)

File No. - 2600

11/01/86

SELKIRK, NY

A/C Reg. No. N6552R

Time (Lcl) - 1000 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING

Finding(s)

1. FLIGHT CONTROL,AILERON TAB ATTACHMENT - SEPARATION
2. FLIGHT CONTROL,AILERON ATTACHMENT - MOVEMENT RESTRICTED
3. MAINTENANCE,LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2496      11/06/86      STATEN ISLAND,NY      A/C Reg. No. N83086      Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ISLAND HELICOPTER CORP.	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-CRUISE							

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3200	Engine Type	- UNK/NR			
No. of Seats	- 5	Rated Power	- 317 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	EDISON,NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	JAMAICA,NY			
Wind Dir/Speed	- 020/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 2300 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- N/A
Obstructions to Vision	- NONE		FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 3479	Last 24 Hrs - 2
	Months Since - UNK/NR	Make/Model- 1505	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 7	Last 90 Days- 110
			Rotorcraft - 3479

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ON-DEMAND CARGO FLIGHT ENCOUNTERED A BIRD STRIKE ENROUTE FROM NEW JERSEY TO JAMAICA, NEW YORK. THE PILOT RECEIVED SERIOUS INJURY TO THE EYE AND CHECKBONE BUT WAS ABLE TO ACCOMPLISH AN EMERGENCY LANDING IN A PARKING LOT WITHOUT FURTHER DAMAGE OR INJURY.



Brief of Accident (Continued)

File No. - 2496

11/06/86

STATEN ISLAND,NY

A/C Reg. No. N83086

Time (Lcl) - 1830 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE

Finding(s)

1. OBJECT - BIRD(S)
2. EMERGENCY PROCEDURE - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2558      11/14/86      ITHACA,NY      A/C Reg. No. N9680H      Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point COLLEGE PARK,MD	
Method - N/A	Destination ITHACA,NY	Airport Data TOMPKINS CO.
Completeness - N/A	ATC/Airspace	Runway Ident - 14
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 5801/ 150
Wind Dir/Speed- 170/010 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 30.0 SM	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 950
SE LAND	Months Since - 11	Make/Model- 78
	Aircraft Type - UNK/NR	Instrument- 5
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE LANDING CESSNA 185 SWERVED TO AVOID HITTING A DEER THAT WAS CROSSING THE RUNWAY AT NIGHT. THE LEFT WING TIP AND ELEVATOR CONTACTED THE RUNWAY AS THE AIRCRAFT GROUND LOOPED. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE, HOWEVER, IT WAS ABLE TO TAXI OFF THE RUNWAY WITHOUT FURTHER INCIDENT. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 2558

11/14/86

ITHACA, NY

A/C Reg. No. N9680H

Time (Lcl) - 1930 EST

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. OBJECT - ANIMAL(S)
  3. MANEUVER - INITIATED - PILOT IN COMMAND
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2554      12/06/86      POESTENKILL,NY      A/C Reg. No. N50714      Time (Lcl) - 1007 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
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	POESTENKILL,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RENSSELAER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 60
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 762
SE SEA	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 161
		Last 30 Days- UNK/NR
		Instrument- 99
		Last 90 Days- 2
		Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOUCHED DOWN HARD, ADDED POWER FOR A GO AROUND. SLUGGISH ENGINE DID NOT HAVE ENOUGH POWER TO CLEAR TREES AT THE END OF THE RUNWAY. AIRCRAFT COLLIDED WITH TREES. THE PLT AFTER THE ACC SAID THAT AFTER CUTTING OFF THE CARB HEAD THE ENG SEEMED SLUGGISH. ONE WITNESS REPORTED THAT THE PLT STATED ON THE WAY TO THE HOSP THAT HE REACHED FOR THE THROTTLE AND CUT THE "GAS OFF" BY MISTAKE. NO MALFUNCTIONS OF THE ENG WERE FOUND AFTER THE ACC.

Brief of Accident (Continued)

File No. - 2554

12/06/86

POESTENKILL,NY

A/C Reg. No. N50714

Time (Lcl) - 1007 EST

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. FLARE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2555      12/06/86      EAST MORICHES,NY      A/C Reg. No. N26057      Time (Lcl) - 1025 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A65-C	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAST MORICHES
Wind Dir/Speed- 330/015 KTS	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 - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 1
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON AN INSTRUCTIONAL SOLO FLIGHT, THE FLIGHT ENCOUNTERED A CROSSWIND WHICH PUSHED THE PIPER OFF THE RUNWAY TO THE LEFT COLLIDING WITH TREES AND BUSH.

Brief of Accident (Continued)

File No. - 2555

12/06/86

EAST MORICHES, NY

A/C Reg. No. N26057

Time (Lcl) - 1025 EST

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND  
-----

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - TREE(S)  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2551      12/21/86      SCOTIAS,NY      A/C Reg. No. N6615X      Time (Lcl) - 1311 EST

-----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 - CESSNA 201A	Eng Make/Model - CONTINENTAL IO-470E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SCOTIA,NY	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	<b>Airport Data</b>
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Visibility - 1.000 SM	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Lowest Sky/Clouds -	FORCED LANDING	
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 417
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT EXPERIENCED AN ENGINE POWER LOSS WHEN THE THROTTLE WAS REDUCED AND THE PILOT TURNED THE AIRCRAFT IN AN ATTEMPT TO MAKE THE FIELD, THE AIRCRAFT WAS LANDED IN A SWAMPY AREA OFF THE ARPT WHEN THE FIELD COULD NOT BE REACHED. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS FAILURES.



Brief of Accident (Continued)

File No. - 2551

12/21/86

SCOTIAS,NY

A/C Reg. No. N6615X

Time (Lcl) - 1311 EST

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Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)  
1. UNDETERMINED  
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Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND  
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Occurrence #3  
Phase of Operation  
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2550      12/28/86      BROADALBIN,NY      A/C Reg. No. N43239      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SIGHTSEEING	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- 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	GALWAY,NY	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	-	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 811	Last 24 Hrs - 3
SE LAND	Months Since - 17	Make/Model- 34	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF A TAYLORCRAFT BC-12D EXPERIENCED A LOSS OF POWER WHILE CRUISING. HE SELECTED A FIELD FOR A LANDING, HOWEVER HE WAS SHORT AND STRUCK A TREE ON FINAL. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT AND PASSENGER RECEIVED SERIOUS INJURIES. POST CRASH EXAMINATION OF THE AIRCRAFT FUEL SYSTEM SHOWED NO FUEL IN EITHER THE FUEL TANKS OR THE CARBURETOR FLOAT BOWL.

Brief of Accident (Continued)

File No. - 2550

12/28/86

BROADALBIN,NY

A/C Reg. No. N43239

Time (Lcl) - 1430 EST

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. LIGHT CONDITION - DAYLIGHT
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2590      12/31/86      HAMBURG, NY      A/C Reg. No. N5462J      Time (Lcl) - 0845 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	UNK/NR	Pass	1	0	0
Accident Occurred During      -UNKNOWN			0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 310	Eng Make/Model - CONTINENTAL IO 520 BA	ELT Installed/Activated - YES-UNK/NR
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt      - 5500	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 6	Rated Power      - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	JAMESTOWN, NY	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - IMC	LOCKPORT, NY	Runway Ident      - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 7.0      SM	Type of Flight Plan - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      -	Type of Clearance      - SPECIAL VFR	Runway Status      - N/A
Lowest Ceiling      - 700 FT OVERCAST	Type Apch/Lndg      - NONE	
Obstructions to Vision- FOG		
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      - 4695
SE LAND, ME LAND	Months Since      - 2	Make/Model- 1650
HELICOPTER	Aircraft Type - C-310	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft      - 975

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE CESSNA 310R DEPARTED THE AIRPORT ON A SVFR DEPARTURE. THE PILOT CANCELLED HIS CLEARANCE A FEW MINUTES LATER AND REPORTED IN VFR CONDITIONS. THE AIRCRAFT FAILED TO ARRIVE AT ITS DESTINATION. RADAR TRACKING SHOWED THE AIRCRAFT HEADING TOWARD LAKE ERIE. THE NEXT DAY SOME DEBRIS WAS FOUND ON THE LAKE SURFACE. THEY INCLUDED AN OIL SLICK, A SMALL PIECE OF ALUMINUM LATER IDENTIFIED AS BEING PART OF A TIP TANK AND A CURTAIN. A FEW DAYS LATER A LARGER PIECE OF ALUMINUM IDENTIFIED AS THE TOP COWL OF A CESSNA 310 WAS FOUND ON THE CANADIAN SIDE OF LAKE ERIE. THE OPERATOR IDENTIFIED THE PARTS AS BEING PAINTED LAKE THE MISSING AIRCRAFT AND THE CURTAINS IDENTICAL TO THOSE IN THE AIRCRAFT. NO MAJOR WRECKAGE OR SERIALIZED COMPONENTS HAVE BEEN FOUND AND THE REASON FOR THE AIRCRAFT NOT ARRIVING AT ITS DESTINATION IS UNKNOWN.

Brief of Accident (Continued)

File No. - 2590

12/31/86

HAMBURG, NY

A/C Reg. No. N5462J

Time (Lcl) - 0845 EST

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Occurrence #1 MISSING AIRCRAFT

Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - DAYLIGHT

2. UNDETERMINED

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2507      7/15/86      CANTON, OH      A/C Reg. No. N77670      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- FAIRCHILD 24R-46	Eng Make/Model	- FAIRCHILD 6-440-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2562	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 175 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness   - N/A</p> <p>Basic Weather   - VMC</p> <p>Wind Dir/Speed- 260/006 KTS</p> <p>Visibility       - 12.0    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;">MARLBORO, OH</p> <p>Destination</p> <p style="padding-left: 20px;">CANTON, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TOUCH AND GO</p> <p style="padding-left: 40px;">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;">MARTIN FIELD</p> <p>Runway Ident      - 27</p> <p>Runway Lth/Wid   - 2600/ 100</p> <p>Runway Surface   - GRASS/TURF</p> <p>Runway Status    - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND	Months Since - 11	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS TAKING OFF AFTER MAKING A TOUCH AND GO LDG; AS HE "PUSHED (THE) THROTTLE FORWARD ON LIFT-OFF (THE) ENGINE BEGAN TO QUIT". THE ENGINE SUBSEQUENTLY QUIT ALTOGETHER AT ABOUT 200-300 FEET AGL OVER THE DEPARTURE END OF THE RWY. EXAMINATION OF THE ENGINE CARBURETOR BY AN IA MECHANIC INDICATED THAT THE ACCELERATION PUMP JET WAS PARTIALLY BLOCKED. THE AIRPLANE WAS REPORTEDLY FUELED WITH AUTOMOTIVE GAS. THE TEMPERATURE WAS REPORTED TO BE 80 F AT AKRON, OHIO ABOUT 7 MILES FROM THE ACCIDENT SITE. THE ACFT HAD BEEN FLOWN FOR ABOUT 1 HOUR IMMEDIATELY PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2507

7/15/86

CANTON, OH

A/C Reg. No. N77670

Time (Lcl) - 1500 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - OTHER
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. FLUID, FUEL GRADE - OTHER
4. FLUID, FUEL - STARVATION
5. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - UPHILL

-----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. - 2442      10/09/86      GAHANNA, OH      A/C Reg. No. N52705      Time (Lcl) - 1541 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	2	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MCDONNELL DOUGLAS 369E	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	-N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3000	Engine Type - TURBOSHAFT		
No. of Seats - 4	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	COLUMBUS, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 1400 FT	Type of Clearance - SPECIAL VFR	Runway Status - DRY
Lowest Ceiling - 1400 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER HAD BEEN CONDUCTING A SERIES OF DEMO FLTS DURING THE DAY & WAS ON THE LAST SCHEDULED FLT OF THE DAY. TO DROP OFF THE LOCAL PLT WHO HAD REQUESTED THE DEMO FLTS, WHEN THE LOSS OF POWER OCCURRED. THEY HAD MADE A TAKE OFF OVER THE TAXIWAY & TURNED TO THE NORTH AS DIRECTED BY THE TWR. THEY WERE OVER A HOUSING AREA NORTH OF THE ARPT WHEN THE ENG OUT AND LOW ROTOR WARNING SYSTEM SOUNDED. THE LOCAL PLT, WHO HAD MADE THE TAKE OFF & WAS AT THE CONTROLS, TOLD THE DEMO PLT THAT HE WAS TO TAKE CONTROL OF THE ACFT. HE STATED THAT THE START BUTTON WAS ON THE LEFT SET OF CONTROLS. THE DEMO PLT WAS ABLE TO CLEAR THE HOUSING AREA BUT THE ACFT HIT VERY HARD IN THE MEDIAN OF A DIVIDED HIGHWAY. THE ACFT CROSSED THE SOUTH LANES AND STOPPED IN THE GRASS AT THE EDGE OF THE ROAD. IT WAS DESTROYED BY FIRE. EXAMINATION REVEALED A LOOSE "B" NUT ON THE P/C LINE TO THE FUEL CONTROL UNIT.



Brief of Accident (Continued)

File No. - 2442

10/09/86

GAHANNA, OH

A/C Reg. No. N52705

Time (Lcl) - 1541 EDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - DISABLED
2. MAINTENANCE, REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE - COMPANY MAINTENANCE PSNL
4. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
5. PNEUMATIC SYSTEM - UNDERTORQUED
6. PNEUMATIC SYSTEM - LOOSE
7. PNEUMATIC SYSTEM - DISCONNECTED

Occurrence #2      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

9. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2413      5/24/86      CALUMET, OK      A/C Reg. No. N750RS      Time (Lcl) - 0028 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 210M  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-L3A  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 040/012 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - 1000 FT  
Lowest Ceiling      - 1000 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
DENVER, CO

Destination

OKLAHOMA CITY, OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OKLAHOMA CITY INT'L  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 51

Biennial Flight Review

Current      - YES  
Months Since      - 18  
Aircraft Type      - 210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2416	Last 24 Hrs	- 4
Make/Model-	2301	Last 30 Days-	23
Instrument-	24	Last 90 Days-	47
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT ON A NIGHT XC FLT IN MARGINAL VFR TO IMC CONDITIONS IMPACTED IN AN 80 DEG NOSE DOWN ATTITUDE IN A LEFT SPIRAL. IMMEDIATELY PRIOR TO THE ACCIDENT THE NON-INSTRUMENT RATED PVT PLT HAD INDICATED THAT HE WAS IMC AND WAS GOING TO ATTEMPT TO CLIMB OUT OF IT. RADAR DATA INDICATED THAT THE ACFT STARTED A CLIMBING LEFT TURN AND THEN ENTERED A LEFT SPIRALING DESCENT. INVESTIGATION REVEALED THAT THE ATTITUDE INDICATOR GYRO HAD FAILED AND WAS NOT ROTATING AT OPERATIONAL RPM AT THE TIME OF IMPACT. EXAMINATION OF THE VACUUM PUMP AND THE HSI GYRO INDICATED THAT THEY WERE OPERATING NORMALLY. THERE WAS NO INTERNAL FAILURE IN THE ATTITUDE INDICATOR AND THE REASON FOR THE FAILURE WAS NOT DETERMINED DUE TO THE LEVEL OF DAMAGE SUSTAINED IN THE FIRE WALL AND INSTRUMENT PANEL AREAS. THE PVT PLT HAD LAST PRACTICED INSTRUMENT FLT 3 YEARS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2413

5/24/86

CALUMET,OK

A/C Reg. No. N750RS

Time (Lc1) - 0028 CDT

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 - HAZE
4. LIGHT CONDITION - DARK NIGHT
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - NORMAL

Finding(s)

6. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - FAILURE,TOTAL
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
8. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - FALSE INDICATION
9. SPIRAL - NOT CORRECTED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT 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) 5,6,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2448      9/23/86      RIVERSIDE,OR      A/C Reg. No. N39200      Time (Lc1) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - INAV MONI	Eng Make/Model - KFM 107E	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BEND,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CALDWELL,ID	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - 12	Make/Model- 60
	Aircraft Type - PA-28	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

POWER PLANT SEIZED IN FLIGHT. PLT ATTEMPTED FORCED LANDING ON ROAD, WINGS STRUCK SAGEBRUSH ON ROAD SHOULDER.  
IT WAS NOT DETERMINED WHY THE ENGINE SEIZED IN FLIGHT.

Brief of Accident (Continued)

File No. - 2448

9/23/86

RIVERSIDE,OR

A/C Reg. No. N39200

Time (Lcl) - 1200 MDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2423      4/05/86      SAFE HARBOR, PA      A/C Reg. No. N221SC      Time (Lcl) - 0345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -SEARCH & RES	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -MANEUVERING			0	0	0	2
			0	0	0	1

-----Aircraft Information-----

Make/Model      - SIKORSKY S-76	Eng Make/Model      - ALLISON 250-C30S	ELT Installed/Activated      - NO -N/A
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines      - 2	Stall Warning System      - NO
Max Gross Wt      - 10000	Engine Type      - TURBO shaft	
No. of Seats      - 14	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	LANCASTER, PA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - N/A
Visibility      - 10.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - WATER
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	Runway Status      - WATER - GLASSY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age      - 44	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current      - YES	Total      - 9880
SE LAND, ME LAND, SE SEA	Months Since      - 3	Make/Model- 325
HELICOPTER	Aircraft Type      - LR-35	Instrument- 1350
		Multi-Eng      - 8200
		Last 24 Hrs      - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 155
		Rotorcraft      - 700

Instrument Rating(s)      - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS MANEUVERING AT LOW ALTITUDE, LOW AIRSPEED, WHILE ON A SEARCH AND RESCUE MISSION AT NIGHT, LOOKING FOR A CAPSIZED BOAT, WHEN IT IMPACTED THE WATER.

Brief of Accident (Continued)

File No. - 2423

4/05/86

SAFE HARBOR, PA

A/C Reg. No. N221SC

Time (Lc1) - 0345 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. LIGHT CONDITION - DARK NIGHT
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - COPILOT
5. DESCENT - CONTINUED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2403      4/05/86      PITTSBURGH, PA      A/C Reg. No. N2354      Time (Lcl) - 1655 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-LIFE FLIGHT	Fire	Crew	0	0	0	3
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- TURBO MECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4630	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 542 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- 320/009 KTS</p> <p>Visibility       - 4.000 SM</p> <p>Lowest Sky/Clouds - 4500 FT</p> <p>Lowest Ceiling   - 4500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation    - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">CLEARFIELD, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</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>ALLEGHENY GEN'L HOSPITAL</p> <p>Runway Ident       - UNK/NR</p> <p>Runway Lth/Wid    - UNK/NR</p> <p>Runway Surface    - CONCRETE</p> <p>Runway Status      - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5376
ME LAND	Months Since - UNK/NR	Make/Model- 381
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 270
		Multi-Eng - 1080
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 88
		Rotorcraft - 4256

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT-IN-COMMAND LIFTED OFF THE HELIPAD VERTICALLY TO AN ALTITUDE OF 30 FEET AT WHICH TIME HE EXPERIENCED A POWER LOSS. HE BACKED UP THE HELICOPTER 20 FEET AND ALLOWED IT TO YAW TO THE RIGHT AS IT DESCENDED TO THE HELIPAD. HE LANDED ON THE HELIPAD HARD WITH LOW ROTOR RPM. INSPECTION OF THE ENGINE REVEALED THE GEAR AND SPLINE ASSEMBLY IN THE REDUCTION GEARBOX HAD STRIPPED THEREBY DISCONNECTING THE GEARBOX FROM THE TURBINE SECTION.



Brief of Accident (Continued)

File No. - 2403

4/05/86

PITTSBURGH, PA

A/C Reg. No. N2354

Time (Lcl) - 1655 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF

Finding(s)

1. REDUCTION GEAR ASSY, REDUCTION GEAR - FAILURE, TOTAL
  2. MAINTENANCE - NOT IDENTIFIED - COMPANY MAINTENANCE PSNL
- 

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2406      4/14/86      DOYLESTOWN, PA      A/C Reg. No. N41AR      Time (Lcl) - 1607 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DOYLESTOWN
Wind Dir/Speed- 090/002 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3004/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 450
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 188
		Last 30 Days- UNK/NR
		Instrument- 82
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A LONG LANDING AND RAN OFF THE END OF THE RUNWAY. AFTER DEPARTING THE RUNWAY, HE RAN THROUGH A FENCE AND HIT A DIRT EMBANKMENT. THE PILOT SAID WHEN HE REALIZED HE WAS GOING OFF THE END OF THE RUNWAY, HE STAYED ON THE BRAKES RATHER THAN ADD POWER AND COMPOUND THE PROBLEM. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2406

4/14/86

DOYLESTOWN, PA

A/C Reg. No. N41AR

Time (Lcl) - 1607 EST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - HIDDEN OBSTRUCTION(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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2439      5/18/86      MARS, PA      A/C Reg. No. NONE      Time (Lcl) - 1750 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX2	Eng Make/Model - ROTEX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 40 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKEHILL
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - THIN BKN	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 - 29	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 21	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-----

PILOT, ONCE AIRBORNE, PASSING A TREE LINE, ENCOUNTERED A SUDDEN GUST OF WIND. THE QUICKSILVER ULTRA-LITE, WITH ONE PAX, WAS FORCED FROM ITS FLIGHT PATH INTO POWER LINES CAUSING THE AIRCRAFT TO CRASH. BOTH PILOT AND PAX SUSTAINED SERIOUS INJURIES. AIRCRAFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2439

5/18/86

MARS,PA

A/C Reg. No. NONE

Time (Lcl) - 1750 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2436      5/26/86      MT. PLEASANT, PA      A/C Reg. No. N4762      Time (Lcl) - 1420 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	- FLY BABY 1-A	Eng Make/Model	- CONTINENTAL A65-8F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	SAME AS ACC/INC
Wind Dir/Speed	- 140/012 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	Type of Clearance
Lowest Ceiling	- NONE	Type Apch/Lndg
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 - YES	Total - 992	Last 24 Hrs - 1
SE LAND	Months Since - 11	Make/Model - 705	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 8	Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

ON SECOND TAKEOFF, AN ABRUPT LOSS OF POWER WAS EXPERIENCED. ON FLARE FOR THE EMERGENCY, OFF AIRPORT LANDING, THE AIRCRAFT LANDED HARD ON RISING TERRAIN, BOUNCED AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2436

5/26/86

MT. PLEASANT, PA

A/C Reg. No. N4762

Time (Lcl) - 1420 EDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - UPHILL  
-----

-----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. - 2458      6/04/86      LENOX TOWNSHIP,PA      A/C Reg. No. N94545      Time (Lcl) - 0725 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	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 152 EXPERIENCED A POWER LOSS WHILE BEING FLOWN BY A STUDENT PILOT. DURING THE FORCED LANDING THE AIRCRAFT STRUCK A UTILITY POLE AND RECEIVED SUBSTANTIAL DAMAGE. THE PILOT WAS UNINJURED. EXAMINATION OF THE AIRCRAFT BY THE FAA SHOWED THE FUEL TANKS EMPTY. WHEN FUEL WAS ADDED TO THE LEFT TANK THE AIRCRAFT ENGINE RAN.



Brief of Accident (Continued)

File No. - 2458

6/04/86

LENOX TOWNSHIP, PA

A/C Reg. No. N94545

Time (Lcl) - 0725 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. OBJECT - UTILITY POLE
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2414

6/29/86

LEHIGHTON, PA

A/C Reg. No. N1042C

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - HILLER 12C  
Landing Gear - SKID  
Max Gross Wt - 3100  
No. of Seats - 3

Eng Make/Model - FRANKLIN 6A-335-B1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 210 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
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

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

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, SE SEA  
HELICOPTER

Age - 65

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000	Last 24 Hrs - UNK/NR
Make/Model- 50	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 PILOT OF THE HILLER 12C REPORTED AN OVERHEATED ENGINE FOLLOWED BY AN ENGINE FAILURE. DURING THE FORCED LANDING THE MAIN ROTOR FLEXED AND CUT THE TAIL BOOM OFF THE THE AIRCRAFT. THE AIRCRAFT WAS EXAMINED. 10 OZ. OF A LIQUID WAS FOUND IN THE FUEL SYSTEM. 7 OZ. WAS FUEL AND 3 OZ. WAS WATER. THE REPORTED ENGINE OVERHEAT AND ENGINE FAILURE COULD NOT BE REPRODUCED. THE ENGINE RAN SATISFACTORILY. THE PILOT AND PASSENGER WERE UNINJURED IN THE ACCIDENT WHICH OCCURRED IN DAYLIGHT. THE PLT/OWNER HAD HABIT OF NOT REFUELING AFT FLTS THUS LEAVING TKS LESS THAN FULL AND SUSCEPTIBLE TO WATER CONDESATION.

Brief of Accident (Continued)

File No. - 2414

6/29/86

LEHIGHTON, PA

A/C Reg. No. N1042C

Time (Lc1) - 1100 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - INITIATED - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2483      8/04/86      BEDFORD, PA      A/C Reg. No. N5766N      Time (Lcl) - 0030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL 114	Eng Make/Model - LYCOMING IO-540T4B5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3272	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	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	OSHKOSH, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BEDFORD, PA	BEDFORD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NEARING THE CLOSE OF A X-COUNTRY FLIGHT HAD REQUESTED A DECENT TO START AN APPROACH TO LAND AT ITS FINAL DESTINATION. ATC HAD GRANTED THE REQUEST, BUT STATED TO THE PILOT THAT HE MUST REMAIN VFR, THE PILOT ACKNOWLEDGED THE CLEARANCE. ACFT WAS LOCATED TWO DAYS LATER IN HIGH HEAVLY WOODED TERRAIN. PLT AND THREE PASSENGERS WERE EJECTED FROM THE ACFT AND SUSTAINED FATAL INJURIES. THREE PILOTS WERE ON BOARD THE ACFT. IT COULD NOT BE DETERMINED WHO WAS THE PIC.

Brief of Accident (Continued)

File No. - 2483

8/04/86

BEDFORD, PA

A/C Reg. No. N5766N

Time (Lcl) - 0030 EDT

---

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
  2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  3. OBJECT - TREE(S)
  4. LIGHT CONDITION - NIGHT
  5.    DESCENT - MISJUDGED - PILOT IN COMMAND
  6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2515      8/07/86      HAZLETON, PA      A/C Reg. No. N7739      Time (Lcl) - 1700 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	0

-----Aircraft Information-----

Make/Model      - BELL 47G2  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 3

Eng Make/Model      - LYCOMING VO-540  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 280 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
UNK/NR  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
FULL STOP

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 27  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - 1425	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BELL 47G2 MADE A HARD LANDING IN A FIELD. THE MAIN ROTOR CONTACTED THE TAIL ROTOR AND BOOM. THE HELICOPTER RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT RECEIVED MINOR INJURIES. ON SCENE EXAMINATION REVEALED NO EVIDENCE OF ANY DEFECT OR MALFUNCTION OF THE HELICOPTER.

Brief of Accident (Continued)

File No. - 2515

8/07/86

HAZLETON, PA

A/C Reg. No. N7739

Time (Lcl) - 1700 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. LIGHT CONDITION - DAYLIGHT

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2560      9/13/86      COOPERSTOWN, PA      A/C Reg. No. N6154      Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - TAPASZY BENSON B-8-M	Eng Make/Model - VOLKSWAGEN 1600CC	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 550	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 82 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COOPERSTOWN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BENSON B-8-M GYROCOPTER WAS OBSERVED TO TAKE OFF AND TRANSITION TO LEVEL FLIGHT. THE NOSE OF THE AIRCRAFT WAS THEN OBSERVED TO DIP AND THEN THE AIRCRAFT BANKED LEFT AND CRASHED. THE AIRCRAFT WAS DESTROYED AND THE PILOT RECEIVED FATAL INJURIES. NO PRE-EXISTING FAILURE OR MALFUNCTION WAS FOUND. THE REASON FOR THE LOSS OF CONTROL COULD NOT BE DETERMINED. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE. THE PLT WAS NOT CERTIFICATED FOR FLT.



Brief of Accident (Continued)

File No. - 2560

9/13/86

COOPERSTOWN, PA

A/C Reg. No. N6154

Time (Lc1) - 1100 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

Finding(s)  
1. UNDETERMINED  
2. LIGHT CONDITION - DAYLIGHT  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
3. TERRAIN CONDITION - OPEN FIELD  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2514      9/14/86      SEVEN SPRINGS, PA      A/C Reg. No. N733CP      Time (Lcl) - 1745 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	3
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	FT MEADE, MD		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SEVEN SPRINGS, PA	SEVEN SPRINGS	
Wind Dir/Speed	- UNK/NR		Runway Ident	- 09
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 3050/ 42
Lowest Sky/Clouds	- 6500 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	-	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	FULL STOP	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 232	Last 24 Hrs - 2
SE LAND	Months Since - 11	Make/Model - 104	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 13	Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

PILOT CAME IN LONG AND HIGH FOR LANDING, ATTEMPTED TO LAND THEN DECIDED TO ABORT DUE TO INSUFFICIENT RUNWAY REMAINING. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2514

9/14/86

SEVEN SPRINGS, PA

A/C Reg. No. N733CP

Time (Lcl) - 1745 EDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND  
2. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND  
-----

Occurrence #3           LOSS OF CONTROL - ON GROUND  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)  
3. GO-AROUND - DELAYED - PILOT IN COMMAND  
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
5. DISTANCE - MISJUDGED - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2494

10/02/86

DERRY, PA

A/C Reg. No. N258W

Time (Lcl) - 1656 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH BE-58P  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-WB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 325 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC

Itinerary

Last Departure Point  
MANASSAS, VA  
Destination  
WHITE PLAINS, 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

Wind Dir/Speed-  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 37  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 427  
Make/Model- 104  
Instrument- 86  
Multi-Eng - 156  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT SUFFERED AN ENGINE POWER LOSS WHILE IN CRUISE FLIGHT DUE TO FUEL STARVATION. THE PILOT STATED THAT A PRETAKEOFF CHECK OF FUEL GAUGES WAS MADE AND THEY ALL INDICATED FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 2494

10/02/86

DERRY,PA

A/C Reg. No. N258W

Time (Lcl) - 1656 EDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - 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

-----

----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. - 2419      10/19/86      PORT MATILDA,PA      A/C Reg. No. N5094K      Time (Lcl) - 1330 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 -

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/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- 230/008 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  
JOHNSTOWN,PA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
HIGH VEGETATION

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 - 60  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	247	Last 24 Hrs -	6
Make/Model-	204	Last 30 Days-	UNK/NR	
Instrument-	14	Last 90 Days-	43	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED POWER LOSS FOR UNKNOWN REASONS WHILE CRUISING AT 4500 FEET MSL. AN EMERGENCY LANDING WAS EXECUTED IN AN OPEN FIELD IN A HEAVILY WOODED MOUNTAINOUS AREA. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED, AND THERE WAS NO FIRE. THE PILOT, BEING THE SOLE OCCUPANT, RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2419

10/19/86

PORT MATILDA, PA

A/C Reg. No. N5094K

Time (Lcl) - 1330 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2513      11/12/86      PITTSBURGH, PA      A/C Reg. No. N925J      Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ACE AIR CARGO EXPRESS, 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	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH BE18H	Eng Make/Model	- P & W R-985 SERIES	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 11	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	COLUMBUS, OH			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	PITTSBURGH, PA		PITTSBURGH	
Wind Dir/Speed	- 200/008 KTS	ATC/Airspace		Runway Ident	- 28
Visibility	- 7.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 10500/ 150
Lowest Sky/Clouds	- 1100 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- 2200 FT	Type Apch/Lndg	- FULL STOP	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8030	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 0	Make/Model - 115	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 648	Last 90 Days - 7
		Multi-Eng - 5853	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SUFFERED A RIGHT LANDING GEAR LEG BREAKAGE DUE TO A FRACTURE IN THE AREA WHERE THE FORK ASSEMBLY SEPARATED DURING LANDING ROLL.



Brief of Accident (Continued)

File No. - 2513

11/12/86

PITTSBURGH, PA

A/C Reg. No. N925J

Time (Lc1) - 1100 EST

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Occurrence #1      MAIN GEAR COLLAPSED

Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - ASSEMBLY
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - OTHER PERSONNEL
  3. LANDING GEAR, MAIN GEAR - PREVIOUS DAMAGE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2488      11/14/86      PHILADELPHIA, PA      A/C Reg. No. N82089      Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During - TAXI		0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NORTHEAST PHILADELPHIA
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 575
SE LAND	Months Since - 17	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DURING HAND PROPPING, THE AIRCRAFT BEGAN TO MOVE AND ROLLED ACROSS A FIELD CRASHING THROUGH A FENCE WHEN FIRE ERUPTED DESTROYING THE AIRCRAFT. THE PLT STATED THAT AFTER SETTING BRAKES TO FULL PRESSURE HE ATMPD TO HAD PROP ACFT. THE ENG STARTED AND WHILE THE PLT WAS WALKING AROUND THE WING THE ACFT STARTED TO ROLL. IT CONTINUED ACROSS A FIELD INTO A FENCE AND CAUGHT FIRE. THE PLT SUFFERED MINOR INJURIES WHILE ATMPG TO HOLD ACFT..

Brief of Accident (Continued)

File No. - 2488

11/14/86

PHILADELPHIA, PA

A/C Reg. No. N82089

Time (Lc1) - 0830 EST

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)  
1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)  
2. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2572      11/14/86      PHILLIPSBURG,PA      A/C Reg. No. N2581S      Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 337C	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ORANGE STATE,MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. MARYS,PA	PHILLIPSBURG/MID-STATE
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5711/ 100
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 18750
SE LAND,ME LAND	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) - AIRPLANE

-----Narrative-----

THE CESSNA 337 EXPERIENCED ENGINE SURGING AND PLT MADE A PRECAUTIONARY LANDING AT AN AIRPORT WHILE ENROUTE TO DESTINATION. THE AIRCRAFT LANDED 200 FT SHORT OF THE RUNWAY AND RECEIVED SUBSTANTIAL DAMAGE WHILE THE TWO OCCUPANTS WERE NOT INJURED. ON SCENE EXAMINATION OF THE AIRCRAFT FOUND FUEL IN THE AUXILIARY TANKS. WHEN THE PILOT WAS INTERVIEWED, IT WAS LEARNED THAT THE PILOT DID NOT UNDERSTAND THE FUEL SELECTORS ON THE AIRCRAFT. THE PILOT THOUGHT HE WAS SELECTING THE AUXILIARY TANK WHEN IN FACT HE WAS SWITCHING FROM ONE MAIN TANK TO ANOTHER.

Brief of Accident (Continued)

File No. - 2572

11/14/86

PHILLIPSBURG,PA

A/C Reg. No. N2581S

Time (Lcl) - 1600 EST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. LIGHT CONDITION - DAYLIGHT
  4.        FUEL TANK SELECTOR POSITION - NOT UNDERSTOOD - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        UNDERSHOOT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2573      11/26/86      GLEN MAWR, PA      A/C Reg. No. N8130A      Time (Lcl) - 1744 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2325  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DUSK

Itinerary

Last Departure Point  
MUNCIE, IN  
Destination  
WILLIAMSPORT, PA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WILLIAMSPORT  
Runway Ident - 27  
Runway Lth/Wid - 6449/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1205  
Make/Model- 282  
Instrument- 53  
Last 24 Hrs - 6  
Last 30 Days- 9  
Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE ACFT WAS VECTORED TO INTERCEPT THE ILS RWY 27 LOCALIZER (LOC) BFR REACHING THE MUNCIE INITIAL APCH FIX (IAF), WHICH WAS 21.5 MI FM THE RWY. THE ATC CONTROLLER (CTLR) TOLD THE PLT TO MAINT 4000' UNTIL ON THE LOC, THEN CLRD HIM FOR THE APCH. FROM THE IAF, THE MIN ALT ON THE APCH WAS 3700' UNTIL INTERCEPTING THE ILS GLIDE SLOPE (GS) AT THE PICTURE ROCKS NDB (FAF). THE NDB WAS 9.4 MI FROM THE ARPT; THE OUTER MARKER (OM) WAS 4.8 MI FROM THE RWY. AS THE PLT CONTD, HE RPTD THAT HIS INSTRUMENTS SHOWED HE WAS ON THE GS AT 2700', BUT THAT HE WAS STILL HEADED INBND TWD THE NDB. THE CTLR WARNED THAT THE ACFT SHOULD BE AT 3700' UNTIL REACHING THE NDB & REPEATED THE ALTIMETER SETTING. MOMENTS THEREAFTER, THE CTLR LOST CONTACT WITH THE ACFT. IT CRASHED NR THE TOP OF A HILL ON WOODED TERRAIN AT AN ELEV OF ABOUT 2400', APRX 9 MI BFR REACHING THE NDB. AN EXAM REVEALED THE ACFT NAV EQUIP WAS PROPERLY SET. NO PREIMPACT MALFUNCTION OR FAILURE WAS FND. THE ILS SYS WAS FLT CHECKED & FND TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 2573

11/26/86

GLEN MAWR, PA

A/C Reg. No. N8130A

Time (Lc1) - 1744 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. COMM/NAV EQUIPMENT, ILS RECEIVER - UNDETERMINED
6. PROPER GLIDEPATH - NOT ATTAINED -
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2556      11/30/86      ERIE, PA

A/C Reg. No. N117EA

Time (Lcl) - 1345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Fire      Crew      0  
ON GROUND      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 441  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6800  
No. of Seats      - 10

Eng Make/Model      - GARRETT TPE-331-8401S  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 635 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-      UNK/NR  
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

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ERIE INT'L  
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)  
PRIVATE  
SE LAND, ME LAND

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1600	Last 24 Hrs	- 0
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	508	Last 90 Days-	50
Multi-Eng	- 600	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REASON FOR THE CESSNA TO VEER IN A SEMI-CIRCLE AND COLLIDE WITH ANOTHER AIRCRAFT IS UNDETERMINED. EXAMINATION OF THE START LOCK ASSEMBLIES COULD NOT BE COMPLETED DUE TO THE EXTENSIVE IMPACT AND FIRE DAMAGE. THE ACFT WAS BEING PREPARED FOR A FLT. DURING A MANUAL SPEED GOVERNOR CHECK ON THE LEFT ENG THE ACFT VEERED IN A SEMI-CIRCLE. AN ATTEMPT TO EXAMINE THE ACFT START LOCKS WAS NEGATED BY THE FIRE DAMAGE FROM THE COLLISION.



Brief of Accident (Continued)

File No. - 2556

11/30/86

ERIE, PA

A/C Reg. No. N117EA

Time (Lcl) - 1345 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)  
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)  
2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND  
3. OBJECT - AIRCRAFT PARKED

Occurrence #3 FIRE  
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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2552      12/11/86      NEWPORT,RI      A/C Reg. No. N647H      Time (Lcl) - 1745 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0	
Accident Occurred During -MANEUVERING			0	0	0	0	

-----Aircraft Information-----

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING HIO-36E1AD	ELT Installed/Activated - UNK/NR
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEANCLIFF,RI	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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-----

AIRCRAFT DESCENDED AND COLLIDED WITH WATER WHEN THE PILOT ATTEMPTED TO REGAIN VISUAL GROUND REFERENCE WHEN WEATHER DETERIORATED. NO PLT ACC REPORT WAS RECEIVED. PLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2552

12/11/86

NEWPORT, RI

A/C Reg. No. N647H

Time (Lcl) - 1745 EST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - SNOW
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  8. LIGHT CONDITION - NIGHT
- 

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2570      10/19/86      ROCKWOOD, TN

A/C Reg. No. N7526V

Time (Lc1) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - CESSNA R172K  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-360-K  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 195 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE/005 KTS  
Visibility      - 25.0 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  
MARYVILLE, TN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ROCKWOOD  
Runway Ident      - 04  
Runway Lth/Wid      - 5000-N/A  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 165	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED DEPARTING AT APPROX 2010 HOURS, REVERSING COURSE AND FLYING OVER THE AIRPORT AT 300-400 FT AGL. THE AIRCRAFT CRASHED 3/4 MILES SOUTH OF THE AIRPORT IN UNPOPULATED, MOUNTAINOUS/HILLY TERRAIN AT AN ELEVATION OF 1560 FEET, WHICH IS 104 FEET LOWER THAN THE AIRPORT ELEVATION. THE WRECKAGE WAS FOUND APPROX 2 DAYS LATER. THE PILOT, THE SOLE OCCUPANT, WAS FATALY INJURED. THE AIRCRAFT WAS DESTROYED. THERE WAS NO FIRE. RECORDS INDICATE THAT THE PILOT HAD 6.1 HOURS OF NIGHT TIME, WITH LAST NIGHT FLIGHT BEING 23 MONTHS PRIOR TO THE ACCIDENT. A TOTAL OF 155 HOURS FLYING TIME WAS ACCUMULATED OVER A 9 YEAR AND 2 MONTH PERIOD. THERE WAS NO EVIDENCE OF MALFUNCTION WITH THE AIRCRAFT OR RELATED EQUIPMENT.

Brief of Accident (Continued)

File No. - 2570

10/19/86

ROCKWOOD, TN

A/C Reg. No. N7526V

Time (Lc1) - 2020 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  4. ALTITUDE - NOT MAINTAINED - 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) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2450	12/27/86	BLOUNTVILLE, TN	A/C Reg. No. N210M	Time (Lcl) - 1919 EST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 1	0 0 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 1	0 0 0
Accident Occurred During	-APPROACH			
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECH 35-33	Eng Make/Model	- CONTINENTAL IO-470-J	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 225 HP	
		ELT Installed/Activated	- YES/YES	
		Stall Warning System	- YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	MEMPHIS, TN		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC	TRI-CITY REGIONAL	
Wind Dir/Speed	- 240/005 KTS		Runway Ident - 23	
Visibility	- 1.000 SM	ATC/Airspace	Runway Lth/Wid - 7999/ 150	
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	
Lowest Ceiling	- 200 FT OBSCURED	Type of Clearance	- IFR	
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-COMPLETE	
Precipitation	- NONE		FULL STOP	
Condition of Light	- NIGHT(DARK)			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 2223	Last 24 Hrs -	6
SE LAND, ME LAND	Months Since - 21	Make/Model - 741	Last 30 Days -	10
	Aircraft Type - BE-35	Instrument - 331	Last 90 Days -	25
		Multi-Eng - 24		
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>DRG VECTORS FOR A ILS RWY 23 APCH, THE PLT ALLOWED THE ACFT TO GET 400' BELOW THE ASSIGNED ALT OF 3700'. THE CONTROLLER (CTLR) QUERIED THE PLT ABOUT HIS ALT &amp; THE PLT REPLIED HE HAD GOTTEN A LITTLE LOW, BUT WAS RETURNING TO THE ASSIGNED ALT. AFTER INTERCEPTING THE LOCALIZER (LOC), THE PLT WAS CLRD FOR THE APCH &amp; TOLD TO CONTACT THE TWR. AS THE ACFT WAS ON FINAL APCH, THE TWR CTLR NOTED THAT IT WAS RGT OF COURSE &amp; ADVISED THE PLT. THE PLT ACKNOWLEDGE, BUT MOMENTS LATER, THE ELT ACTIVATED AS THE ACFT HIT TREES ON THE CROWN OF A HILL &amp; CRASHED. INITIAL IMPACT WAS IN LVL FLT AT AN ALT OF ABOUT 1700' MSL. THE ARPT ELEV WAS 1519'. THE DECISION HEIGHT (DH) FOR THE APCH WAS 1718'. DRG THE INV, NO PREIMPACT MALFUNCTION WAS FND, CONCERNING THE ACFT OR NAV EQUIPMENT, THAT WOULD HAVE RESULTED IN THE ACNT. ABOUT 1 MIN BFR THE ACNT, ANOTHER PLT, WHO HAD JUST COMPLETED THE APCH, RPRTD THAT HE HAD BROKEN OUT OF THE CLOUDS AT WX MINS.</p>				

Brief of Accident (Continued)

File No. - 2450

12/27/86

BLOUNTVILLE, TN

A/C Reg. No. N210M

Time (Lcl) - 1919 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - HAZE
  5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  6. OBJECT - TREE(S)
  7.    PROPER GLIDEPATH - NOT FOLLOWED - 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) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2417      1/25/86      SABINE PASS, TX      A/C Reg. No. N5748Y      Time (Lcl) - 0904 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-OMNI FLIGHT OFFSHORE	NONE					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE					
Accident Occurred During	-DESCENT						
			Crew	Fatal	0	0	1
			Pass	0	2	0	1

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- NO -N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4050	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 435 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - IN PERSON	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	UNK/NR	
Wind Dir/Speed - 310/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .500 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 200 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3473
SE LAND, ME LAND	Months Since - 1	Make/Model - 17
HELICOPTER	Aircraft Type - 206L-1	Instrument - 117
		Multi-Eng - 166
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 77
		Rotorcraft - 2945

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACFT ENCOUNTERED DETERIORATING WEATHER ENROUTE FROM SHORE TO AN OIL RIG THAT WAS UNDER TOW IN THE GULF OF MEXICO. UPON ENCOUNTERING IMC CONDITIONS, THE PLT CLIMBED TO 600' AGL FOR BETTER OBSTACLE CLEARANCE AND TURNED BACK TOWARD THE BEACH. DURING A SUBSEQUENT ATTEMPT TO REACQUIRE VMC CONDITIONS THE PLT ENTERED A DESCENDING RIGHT TURN. THE PLT STATED THAT DURING THE TURN A RAPID DESCENT RATE DEVELOPED AND THAT HE WAS ABLE TO ARREST IT USING FULL COLLECTIVE, JUST PRIOR TO IMPACT WITH THE TIDAL MUD FLATS. THE ACFT EXPERIENCED A HARD LANDING WITH NO DAMAGE BUT WAS SUBSEQUENTLY DESTROYED DURING THE RECOVERY EFFORT.



Brief of Accident (Continued)

File No. - 2417

1/25/86

SABINE PASS, TX

A/C Reg. No. N5748Y

Time (Lc1) - 0904 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. BECAME LOST/DISORIENTED - UNCONTROLLED - PILOT IN COMMAND
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2412      1/27/86      LAKEWAY, TX      A/C Reg. No. N81348      Time (Lcl) - 1645 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	2
			0	0	0	0

-----Aircraft Information-----

Make/Model      - FAIRCHILD 24R-46A	Eng Make/Model - RANGER 6-440-C2	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 2562	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	ON AIRPORT
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	LAKEWAY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - 34
Visibility      - 7.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 3200/      70
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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current      - YES	Total      - 9795
SE LAND,ME LAND,SE SEA	Months Since      - 23	Make/Model- 12
	Aircraft Type      - UNK/NR	Instrument- 2408
		Multi-Eng - 8804
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL INSTRUCTIONAL FLIGHT TERMINATED IN A CROSSWIND LANDING WITH THE RATED PILOT RECEIVING DUAL INSTRUCTION MANIPULATING THE CONTROLS. DURING THE LANDING ROLLOUT DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT VEERED TO THE LEFT. ACCORDING TO THE INSTRUCTOR THE DUAL STUDENT OVERCORRECTED TO THE RIGHT AND THE AIRPLANE WENT OFF THE RIGHT SIDE OF THE RWY. AS THE AIRPLANE WAS STEERED BACK TOWARD THE RUNWAY THE RIGHT MAIN LANDING GEAR COLLAPSED AND THE RIGHT WING WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2412

1/27/86

LAKEWAY, TX

A/C Reg. No. N81348

Time (Lc1) - 1645 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----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) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2411

3/22/86

ATLANTA, TX

A/C Reg. No. N6009G

Time (Lcl) - 1030 CST

-----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 - FERRY  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 188  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4000  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 220/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DARDANELL, AK  
Destination  
ATLANTA, TX

Airport Proximity  
ON AIRPORT

Airport Data

ATLANTA MUNICIPAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - 3200/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL. IT THEN DEPARTED THE RUNWAY AND RAN INTO A DRAINAGE DITCH WHICH COLLAPSED THE MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 2411

3/22/86

ATLANTA, TX

A/C Reg. No. N6009G

Time (Lc1) - 1030 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL  
4. LANDING GEAR, MAIN GEAR - OVERLOAD  
5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----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. - 2447      3/10/86      BLACKSBURG,VA      A/C Reg. No. N6502C      Time (Lcl) - 1455 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      0  
Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 210N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520-L  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - 4500 FT  
Lowest Ceiling      - 4500 FT  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BLUEFIELD,WV  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

BLACKSBURG  
Runway Ident      - 12  
Runway Lth/Wid      - 4200/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 33  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3610	Last 24 Hrs	- UNK/NR
Make/Model-	136	Last 30 Days-	2
Instrument-	1243	Last 90 Days-	24
Multi-Eng -	2001	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING AT BLACKSBURG AIRPORT IN BLACKSBURG, VIRGINIA, THE LANDING GEAR FAILED TO EXTEND. THE AIRCRAFT COLLIDED WITH A RUNWAY LIGHT AND SERVED OFF THE RUNWAY ONTO A GRASS AREA CAUSING SUBSTANTIAL DAMAGE TO THE LEFT STABILIZER AND ELEVATOR. THE PILOT STATED TO REECE H. MITCHELL OF THE RICHMOND FSDO (21) THAT HE LANDED BEFORE THE GEAR WAS FULLY EXTENDED AND LOCKED.

Brief of Accident (Continued)

File No. - 2447

3/10/86

BLACKSBURG, VA

A/C Reg. No. N6502C

Time (Lcl) - 1455 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
  2. CHECKLIST - DELAYED - PILOT IN COMMAND
  3. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2441      4/07/86      CHESAPEAKE, VA      A/C Reg. No. N9636W      Time (Lcl) - 0200 EST

-----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	NONE	Pass	2	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 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- 120/004 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 200 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HAMPTON ROADS</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 3526/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 123
SE LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - PA-38	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-----

BEFORE THE FLT, THE PLT WAS OBSERVED DRINKING IN A BAR. HE & 3 OTHERS THEN DROVE TO THE ARPT, WHERE RPRTDLY, THE WX WAS BAD & THE VISIBILITY WAS RESTRICTED BY FOG. AFTER AWHILE, THE PLT STATED HE WAS GOING TO TAXI THE ACFT AROUND THE ARPT & INVITED THE OTHERS TO JOIN HIM. TWO OF THE OTHERS GOT INTO THE ACFT, BUT THE 4TH PERSON WAS CONCERNED ABOUT THE CONDITIONS & REFUSED TO GO. THE PLT STARTED THE ENG & TAXIED TO THE END OF THE RWY. THE ACFT WAS THEN OBSERVED TO TAKEOFF & BEGIN A RGT TURN, THEN THE WITNESS LOST SIGHT OF THE PLANE. MOMENTS LATER, HE HEARD THE SOUNDS OF THE PLANE CRASHING. AN INVESTIGATION REVEALED THE ACFT HAD COLLIDED WITH TREES & CRASHED ON ARPT PROPERTY, ABOUT 500 FT ENE FROM THE APCH END OF RWY 28. NO PREIMPACT MECHANICAL PROBLEM WAS EVIDENT. TOXICOLOGY CHECKS SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.08% & A URINE/ALCOHOL LVL OF OF ABOUT 0.14%. THE PASSENGERS HAD BLOOD/ALCOHOL LVLS OF 0.03% & 0.07%.



Brief of Accident (Continued)

File No. - 2441

4/07/86

CHESAPEAKE,VA

A/C Reg. No. N9636W

Time (Lcl) - 0200 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - OBSCURATION
7. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2453      9/06/86      SPRINGFIELD, VA      A/C Reg. No. N34953      Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING			1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING D-360-A1F6D	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	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>COLUMBIA, MD</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 510
SE LAND	Months Since - 9	Make/Model- 444
	Aircraft Type - C-177B	Instrument- 89
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG BGN RUNNING ROUGH DRG FLT, THEN CLRD & RAN SMOOTHLY AGAIN. HE RPRTD HE ELECTED TO ABORT THE FLT & MADE A TURN, THEN SVRL MIN LATER, THE ENG LOST PWR. DRG AN EMERG LNDG IN A PARKING LOT, THE L MAIN GEAR HIT AN AUTO & FATALLY INJURED THE DRIVER. BFR COMING TO REST ON AN EMBANKMENT, THE ACFT HIT 2 OTR AUTOS & A GUY WIRE. WITNESSES RPRTD THE ACFT WAS CIRCLING THE AREA BFR THE ENG LOST PWR. A FRIEND OF THE PLT WAS LIVING APRX 2 BLKS FM THE ACDNT SITE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. DRG A POST-ACDNT CHECK, THE ENG OPERATED NORMALLY. AN INV REVEALED CONDS WERE CONDUCIVE TO CARBURETOR (CARB) ICING. THE PLT MADE NO MENTION OF SPECIFICALLY USING THE CARB HEAT DRG THE EMERG. ALSO, THE INV REVEALED THE PLACARD FOR THE FUEL SELECTOR (SEL) WAS DESIGNED TO RESTRICT MVMNT OF THE SEL TO THE L & RGT PSNS (NO "OFF" PSN), BUT THE PLACARD WAS FND OUTSIDE THE ACFT WITH NO DMG. SEL WAS FND IN A PSN THAT WLD HAVE SHUT OFF FUEL TO THE ENG. THE PLT RPRTD HE SHUT OFF THE FUEL WHEN HE WAS COMMITTED TO LND. FLT TIME SINCE ANNUAL INSPN: 4.4 HRS.

Brief of Accident (Continued)

File No. - 2453

9/06/86

SPRINGFIELD,VA

A/C Reg. No. N34953

Time (Lcl) - 1930 EDT

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Occurrence #1            LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation       MANEUVERING

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - UNMARKED
  2. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER -
  3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
  4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  6. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation       CRUISE

Finding(s)

7. FLUID,FUEL - STARVATION
  8. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

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Occurrence #4            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING

Finding(s)

9. OBJECT - VEHICLE
  10. OBJECT - WIRE,STATIC
- 

Occurrence #5            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       LANDING

Finding(s)

11. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2563      12/22/86      DUBLIN, VA      A/C Reg. No. N369AU      Time (Lcl) - 2105 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-US AIR, INC.	MINOR		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	1	2	4	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	2	127	
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- BOEING 737-300	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 115000	Engine Type	- TURBOFAN		
No. of Seats	- 149	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	PITTSBURGH, PA	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	TAMPA, FL	
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 28600	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 800	Last 30 Days - UNK/NR
	Aircraft Type - B-737	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLBG TO FL 350, USAIR FLT 95 ENCTRD CONT "LIGHT CHOP," SO CREW LVLD AT FL 310 & LEFT THE SEAT BELT SIGN ON. THEY INQUIRED ABOUT TURBC AHEAD & WERE ADZD OF RPRTD LGT/MOD CHOP & 1 ENCTR WITH SVR TURBC AT FL260. CLNC WAS RCVD TO DSCND TO FL 240. DRG DSCNT, THE ACFT ENCTRD SEVERE TURBC. THE CAPT DECLARED AN EMERG & THE DSCNT WAS CONTD TO FL 200. THE CAPT NOTED TURBC LASTED APRX 1.5 MIN BTN FL 270 & FL 210. THERE WERE NO CLDS; THE VIS (AT NGT) WAS UNLIMITED. THE FLT ATTENDANTS WERE UNRESTRAINED; 1 WAS SERIOUSLY INJURED & 3 RECEIVED MINOR INJURIES. A SIGMET WAS IN EFFECT WHICH FORCAST MOD TO OCLNLY SEVERE TURBC BTN FL 240 & FL 350 IN AN AREA WEST OF THE ACFT'S FLT PATH. INV SHOWED AN INCONSISTENCY IN THE DISSEMINATION OF CENTER WX ADVISORIES (CWA'S) & SIGMETS. ALTHO CWA'S & SIGMETS HAD THE SAME LVL OF PRIORITY FOR ATC & FSS USE, CWA'S WERE NOT DISSEMINATED OVR 604 & 135 WX CIRCUITS. USAIR RECEIVED WX INFO VIA FAA'S 604 & 135 CIRCUITS, SO DID NOT HAVE CWA INFO FOR WX BRIEFINGS. WX STUDY SHOWED TURBC WAS ENCTRD WHERE SUBTROPICAL & POLAR JET STREAMS CONVERGED.

Brief of Accident (Continued)

File No. - 2563

12/22/86

DUBLIN, VA

A/C Reg. No. N369AU

Time (Lc1) - 2105 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation DESCENT

Finding(s)

1. METEOROLOGICAL SERVICE - INADEQUATE -
2. PROCEDURE INADEQUATE - FAA(ORGANIZATION)
3. SEAT BELT SIGN - SELECTED -
4. WEATHER CONDITION - TURBULENCE, CLEAR AIR
5. 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) 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. - 2562      6/22/86      ROCHESTER, VT      A/C Reg. No. N43ORH      Time (Lcl) - 1750 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 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- ROLLADEN-SCHNEIDER LS-4A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1040	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	WARREN, VT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WARREN, VT	
Wind Dir/Speed	- 020/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,FLT ENG	Current - YES	Total	- UNK/NR
SE LAND,ME LAND	Months Since - 3	Make/Model-	316
GLIDER	Aircraft Type - DC-9	Instrument-	UNK/NR
		Multi-Eng -	UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PARTICIPATING IN A X-COUNTRY SOARING RACE. APROX 15 MILES FROM DESTINATION AND FOR UNKNOWN REASONS, THE PILOT EXPERIENCED IN FLIGHT COLLISION WITH TERRAIN. THERE WAS NO EVIDENCE OF PRE-IMPACT MALFUNCTION OR FAILURE. THE PILOT WAS CERTIFICATED AND QUALIFIED FOR THE FLIGHT. ANOTHER GLIDER PLT SAW THE ACC ACFT AS IT CIRCLED TO GAIN ALT TO CLEAR A RIDGE FOR LANDING. VISUAL CONTACT WAS LOST AND A SHORT TIME LATER A WINGTIP WAS SEEN IN AN OPEN FIELD. THERE WERE NO KNOWN WITNESSES TO THE CRASH. ON SITE INVESTIGATION REVEALED THAT THE WING HAD SEPARATED DURING IMPACT AND THE FUSELAGE WAS DAMAGED ON THE RT SIDE OF THE COCKPIT.

Brief of Accident (Continued)

File No. - 2562

6/22/86

ROCHESTER, VT

A/C Reg. No. N430RH

Time (Lcl) - 1750 EDT

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Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)  
1. UNDETERMINED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2546      8/06/86      RUTLAND, VT      A/C Reg. No. N921FP      Time (Lcl) - 1455 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Type of Operation - EXECUTIVE/CORPORATE	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	Fire	Crew 0	0	1	1
Accident Occurred During - TAKEOFF	ON GROUND	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - LEAR 55	Eng Make/Model - GARRETT TFE-731-2-2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 19500	Engine Type - TURBOFAN	
No. of Seats - 13	Rated Power - 3500 LBS THRUST	

-----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	TETERBORO, NJ	RUTLAND
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 31
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3207/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 7900
ME LAND	Months Since - UNK/NR	Make/Model- 1800
	Aircraft Type - UNK/NR	Instrument- 940
		Multi-Eng - 1800
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEAR 55 TAXIED OUT FOR TAKEOFF AND INADVERTENTLY ATTEMPTED A TAKEOFF ON THE WRONG RUNWAY. WHEN HE REALIZED HIS MISTAKE, HE ABORTED THE TAKEOFF BECAUSE HE KNEW THE RUNWAY LENGTH WAS SIGNIFICANTLY LESS THAN HIS REQUIRED FIELD LENGTH. INSUFFICIENT RUNWAY ALSO REMAINED FOR THE ABORTED TAKEOFF AND THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND HIT A STONE WALL. THE AIRCRAFT WAS DESTROYED BY FIRE AND THE CO-PILOT RECEIVED MINOR INJURIES WHILE THE PILOT AND THE PASSENGER WERE NOT INJURED.



Brief of Accident (Continued)

File No. - 2546

8/06/86

RUTLAND,VT

A/C Reg. No. N921FP

Time (Lcl) - 1455 EDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. CHECKLIST - NOT USED - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2533      8/10/86      MT. SNOW,VT      A/C Reg. No. N43982      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-181	Eng Make/Model - LYCOMING VO-360	ELT Installed/Activated - UNK/NR
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 2450	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - 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      - UNK/NR</p> <p>Lowest Sky/Clouds      -</p> <p>Lowest Ceiling      -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation      - NONE</p> <p>Condition of Light      - UNK/NR</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      - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MT. SNOW</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) PRIVATE</p>	<p>Age - UNK/NR</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 - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total      - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft      - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST DIRECTIONAL CONTROL ON LANDING WHEN HE CAME IN LONG AND FAST. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, COLLIDED WITH SHRUBBERY AND WAS DESTROYED. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 2533

8/10/86

MT. SNOW,VT

A/C Reg. No. N43982

Time (Lcl) - UNK/NR

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCESSIVE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        OVERRUN  
Phase of Operation    LANDING - ROLL

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2449      11/08/86      BREMERTON,WA      A/C Reg. No. N4323N      Time (Lcl) - 1830 PST

-----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 - PIPER PA-46-310-P	Eng Make/Model - CONTINENTAL TS10-520-BE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SEATTLE,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BREMERTON,WA	KTSAP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 850
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 460
		Instrument- 108
		Multi-Eng - 60
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR DID NOT TURN THE FULL 90 DEGREES PRIOR TO LOCKING FOR LANDING. WHEN THE AIRCRAFT'S NOSE WAS LOWERED DURING LANDING ROLL THIS CAUSED THE AIRCRAFT TO VEEER TO THE SIDE OF THE RUNWAY. THE NOSE GEAR HAD BECOME STIFF DUE TO THE FACT THAT THE MANUFACTURER HAD NOT PROVIDED ANY METHOD TO LUBRICATE THE TRUNION.

Brief of Accident (Continued)

File No. - 2449

11/08/86

BREMERTON, WA

A/C Reg. No. N4323N

Time (Lcl) - 1830 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - MANUFACTURER

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Occurrence #4 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) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2456      5/17/86      WEBSTER,WI      A/C Reg. No. N99583      Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CRYSTAL,MN	VOYAGER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 183
SE LAND	Months Since - 2	Make/Model- 183
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFT-OFF, THE PLT NOTED A LOSS OF POWER AS THE ACFT WAS CLIMBING, ABOUT 40 FT ABOVE THE RWY. HE RPRTD THE ENG "APPEARED TO RUN A LITTLE ABOVE IDLE." HE LANDED THE ACFT ON THE REMAINING RWY, BUT IT CONTD OFF THE DEPARTURE END & NOSED OVER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THERE WAS AN ESTIMATED 38 GAL OF FUEL ON BOARD. DRG POST-ACDNT CHECKS, THE FUEL SYS & ENG FUNCTIONED NORMALLY.

Brief of Accident (Continued)

File No. - 2456

5/17/86

WEBSTER,WI

A/C Reg. No. N99583

Time (Lcl) - 1230 CDT

-----  
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 - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2475      8/30/86      RICE LAKE,WI      A/C Reg. No. N41EB      Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model      - EUGENE BOOS VARI-EZE  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 1200  
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      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 150/012 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 5000 FT  
Lowest Ceiling      - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LANCASTER,WI  
Destination  
HAYWARD,WI

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RICE LAKE  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 60  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 310	Last 24 Hrs	- UNK/NR
Make/Model-	168	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s)      - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE ENGINE OF THIS HOMEBUILT AIRCRAFT BEGAN RUNNING ROUGH. THE PILOT TURNED TOWARD AN AIRFIELD APPROXIMATELY 15 MILES AWAY, BUT WAS FORCED TO PERFORM A FORCED LANDING ABOUT 5 MILES SHORT OF THIS FIELD BECAUSE, FOLLOWING A LOUD METALLIC BANG, THE ENGINE STOPPED. A RESTART WAS IMPOSSIBLE BECAUSE THE AIRCRAFT DOES NOT HAVE A STARTER. AN ENGINE EXAMINATION FOLLOWING THE ACCIDENT REVEALED A LOOSE OIL FILLER CAP (WITH 1 QT OF OIL REMAINING IN THE ENGINE) AND NOTHING ELSE UNUSUAL. THE ENGINE COULD NOT BE TEST RUN DUE TO IMPACT DAMAGE. THE AIRCRAFT COLLIDED WITH A STEEL STORAGE TANK DURING LANDING.



Brief of Accident (Continued)

File No. - 2475

8/30/86

RICE LAKE, WI

A/C Reg. No. N41EB

Time (Lc1) - 1130 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. 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

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2481      9/01/86      NEW RICHMOND,WI      A/C Reg. No. N2263V      Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FLT TESTING  
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      - SHANKS/BECKER ACRO SPORT  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1155  
No. of Seats      - 1

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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/020 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 8000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAKE ELMO,MN  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NEW RICHMOND  
Runway Ident      - 22  
Runway Lth/Wid      - 2100/ 75  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1806
Make/Model-	20
Instrument-	UNK/NR
Multi-Eng -	6
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT DURING LANDING ROLLOUT HIS LEFT WING ENCOUNTERED THREE TO FOUR FOOT HIGH GRASS GROWING UP TO THE EDGE OF THE TURF RUNWAY. THE AIRCRAFT THEN VEERED OFF INTO A DITCH. THE RUNWAY INVOLVED IS 2100 FEET LONG AND 75 FEET WIDE.

Brief of Accident (Continued)

File No. - 2481

9/01/86

NEW RICHMOND, WI

A/C Reg. No. N2263V

Time (Lcl) - 1600 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - DITCH
4. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 2431      12/29/86      RAWLINS,WY      A/C Reg. No. N4388X      Time (Lcl) - 0905 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
ON GROUND

Crew  
Pass

-----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-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 220/003 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BURLEY,ID

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RAWLINS MUNI.  
Runway Ident - 22  
Runway Lth/Wid - 7000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 210	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A 7000 FT LONG RUNWAY WITH A HEAVY COAT OF FROST ON THE ACFT. THE ACFT BECAME AIRBORNE AND FLEW IN GROUND EFFECT UNTIL IT IMPACTED A 30 FT HIGH PILE OF SAND 200 YARDS BEYOND THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2431

12/29/86

RAWLINS,WY

A/C Reg. No. N4388X

Time (Lcl) - 0905 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4



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