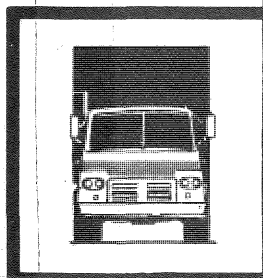
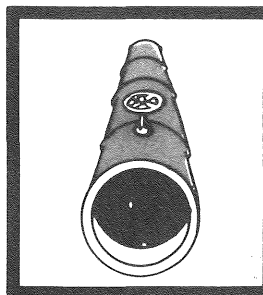
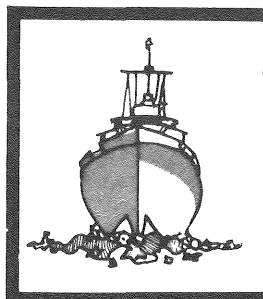
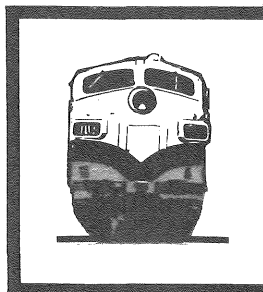
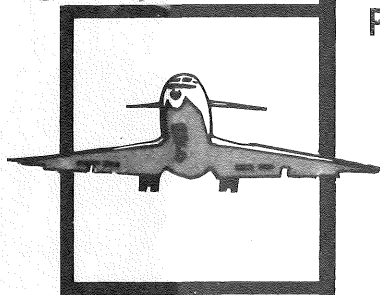


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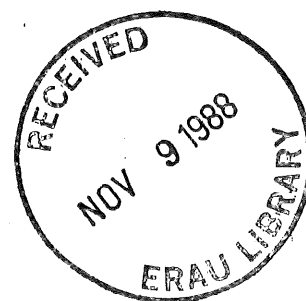
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

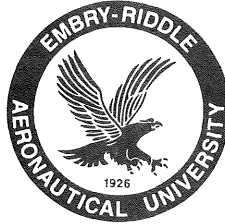
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 14 OF 1986 ACCIDENTS**

NTSB/AAB-88/04



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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: 2601 through 2762					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 14

CALENDAR YEAR 1986

File Order Listing - Issue No. 14, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2601	6581D	080486	BROOKLYN, CT	GRUMMAN	TBM-3E	FATAL	114
2602	43905	111786	DANVILLE, VA	PIPER	PA-28-161	FATAL	300
2603	6341U	080886	DUXSBURY, VT	AERO COMMAND	680FL	FATAL	302
2604	8734P	082286	FT. DIX, NJ	PIPER	PA-24-260	FATAL	236
2605	54482	122186	LEHIGHTON, PA	PIPER	PA-28-180	NONE	276
2606	39RH	032686	AURORA, IN	CHRISTEN	EAGLE II	FATAL	150
2607	50HH	080286	BEDFORD, IN	HAWKER SIDDE	DH-125-1A	FATAL	154
2608	83595	072586	GRAYLING, MI	ROBINSON	R-22HP	NONE	206
2609	1084L	070686	KOKOMO, IN	BELL	206L-II	MINOR	152
2610	2038G	111786	BLUFF CITY, KS	CESSNA	182A	FATAL	172
2611	21VE	091486	PRINCETON, IL	MURPHY	LONG-EZE	MINOR	132
2612	4347X	102686	MOUNT PLEASANT, MD	PIPER	PA-28R-200	FATAL	192
2613	59942	092886	ELKWOOD, VA	PIPER	PA-31-350	FATAL	294
2614	4976X	070486	AURORA, IL	EIPPER	MXII	SERIOUS	126
2615	8807Z	052386	BARODA, MI	EAGLE	DW-1	NONE	204
2616	9477C	020786	LYNCHBURG, VA	PIPER	PA-32-260	FATAL	288
2617	66256	100586	FARMINGDALE, NY	CESSNA	150M	SERIOUS	242
2618	24684	102486	HARBORTON, VA	ROBINSON	R22B	SERIOUS	298
2619	9627M	123086	GREENWOOD, WI	MOONEY	M20F	NONE	330
2620	999WF	120686	LAWTON, MI	CESSNA	T210L	SERIOUS	212
2621	128RM	080186	MADISON, WI	NORTH AMERIC	T28D-FENNE	MINOR	318
2622	7305R	102386	CHICAGO, IL	BEECH	58	SERIOUS	138
2623	704EK	112886	GUILDERLAND CNT, NY	CESSNA	150M	NONE	256
2624	1207J	101886	BEEKMAN, NY	GULFSTREAM A	112	FATAL	248
2625	69668	050286	HOUSTON, TX	CESSNA	310Q	SERIOUS	280

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2626	4410S	081286	GILBERT, AZ	AIR TRACTOR	AT301	NONE	12
2627	9023B	082386	PORTERVILLE, CA	I.C.A. BRASO	IS-28M2	MINOR	74
2628	137JM	080186	FOND DU LAC, WI	CAPETOWN BUI	GLASAIR RG	NONE	316
2629	6567M	072686	SHIOCTON, WI	STINSON	108-3	FATAL	312
2630	44291	121086	GRAIN VALLEY, MO	PIPER	PA-28-151	SERIOUS	228
2631	92252	081986	WILMINGTON, CA	CESSNA	182N	SERIOUS	72
2632	52476	080186	OSHKOSH, WI	CESSNA	177RG	NONE	314
2633	5342	071786	CASA GRANDE, AZ	GRUMMAN	G-164-3	NONE	6
2634	510SU	110586	LIBERAL, KS	CESSNA	310Q	FATAL	170
2635	64342	122186	KINGSTON, NY	CESSNA	172M	FATAL	262
2635	2981X	122186	KINGSTON, NY	CESSNA	177	FATAL	264
2636	27WD	092086	TWIN MOUNTAIN, NH	CESSNA	205	MINOR	232
2637	149HA	090786	GONZALES, CA	HILLER	UH 12E	NONE	82
2638	5796T	061886	GALVESTON, TX	AEROSPATIALE	AS-355F-1	NONE	282
2639	17204	080586	OSHKOSH, WI	CESSNA	177	NONE	320
2639	732XV	080586	OSHKOSH, WI	CESSNA	T210M	NONE	322
2640	4247S	110486	BECKER, MN	SIKORSKY	S-58ET	FATAL	226
2641	3762S	121386	MESA, AZ	SOLEM	KR-2	MINOR	24
2642	671Y	120586	CHANDLER, AZ	GRUMMAN	G-164	NONE	22
2643	6959W	061786	EDGEWATER, MD	PIPER	PA-28-140	FATAL	186
2644	5235N	071886	BROOKLYN PARK, MN	BELL-CAMPBEL	CHG-2	NONE	222
2645	94458	070786	ELROSA, MN	BELL	47G-5	FATAL	220
2646	732KR	040286	HIGHLAND, MI	CESSNA	T210M	MINOR	202
2647	39XP	122186	WARSAW, IN	PITTS	S1S	NONE	164
2648	6375U	120386	BARRE, VT	AERO COMMAND	680	NONE	304

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2649	1185W	080886	SHAFTER, CA	BELL	47G-4A	NONE	70
2650	910PD	041686	CHOWCHILLA, CA	BELL	UH-1B	MINOR	34
2651	5385V	092986	VISALIA, CA	HILLER	UH-12E	FATAL	88
2652	95575	122786	WEST FARMINGTON, ME	TAYLORCRAFT	BC12D	SERIOUS	200
2653	6955Y	100986	CRESTWOOD, IL	PIPER	PA-23-250	NONE	136
2654	3045E	101986	GRAND HAVEN, MI	BROWN	ACRO SPORT	FATAL	210
2655	200GG	103086	MANSFIELD, MA	PIPER	PA-31-325	SERIOUS	180
2655	5535H	103086	MANSFIELD, MA	CESSNA	152	SERIOUS	182
2656	3791R	082686	EMPORIA, KS	CESSNA	172	FATAL	168
2657	5AZ	060686	SUTTON, MA	SIKORSKY	S-76B	FATAL	178
2658	398Z	060786	SWALL MEADOWS, CA	BEECH	M35	SERIOUS	46
2659	4457W	060886	DEL REY OAKS, CA	BEECH	V35B	FATAL	50
2660	6339L	071386	SANTA PAULA, CA	AMERICAN AVI	AA-1A	FATAL	60
2661	57967	071886	MORGAN CITY, LA	AEROSPATIALE	AS-355F-1	NONE	176
2662	3182V	101686	LOMPOC, CA	BELL	206B-3	FATAL	94
2663	50736	110386	MEMPHIS, TN	CESSNA	150J	FATAL	278
2664	4383X	080686	SHELBY, IN	PIPER	PA-28-235	FATAL	156
2665	4729U	030386	HONOLULU, HI	BOEING	747-122	SERIOUS	118
2666	94336	123086	FAIRFAX, VT	CESSNA	152	SERIOUS	306
2667	40KG	102186	JULIAN, PA	CENTAIR	101A	NONE	272
2668	93523	111686	STORMVILLE, NY	ERCOUPE	415-C	NONE	250
2669	58380	112386	MONTGOMERY, NY	PIPER	J3	NONE	252
2669	7416T	112386	MONTGOMERY, NY	CESSNA	172	NONE	254
2670	8297Y	113086	PINE BUSH, NY	PIPER	PA-28-161	MINOR	258
2671	53899	091486	WOODBINE, MD	BELLANCA	8GCBC	FATAL	190

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2672	6314Q	112886	EIGHTY FOUR, PA	MOONEY	M20F	SERIOUS	274
2673	1222S	113086	WURTSBORO, NY	SCHWEIZER	SGS 2-33A	NONE	260
2674	238Q	101186	BELMONT, NH	ENSTROM	F-28A	NONE	234
2675	836ON	102486	LA POINTE, WI	BEECH	V35A	NONE	326
2676	783PT	113086	DUMAS, AR	BEECH	95-B55	NONE	2
2677	414LL	122486	OLATHE, KS	CESSNA	414A	SERIOUS	174
2678	6267M	081086	GRANGEVILLE, ID	MAULE	M-5-235C	FATAL	122
2679	921OM	120286	HANNA CITY, IL	MOONEY	M20E	FATAL	146
2680	5244K	092986	BEAVER FALLS, PA	RYAN	NAVION	SERIOUS	270
2681	3643W	072686	YOSEMITE NATION, CA	PIPER	PA-32-260	FATAL	66
2682	40761	080386	PEORIA, IL	PIPER	J-3	SERIOUS	128
2683	64789	063086	LE GRAND, CA	BELL	UH-1B	SERIOUS	54
2684	8876N	080786	PHOENIX, AZ	PIPER	PA-28-140	FATAL	10
2685	69Z	083186	SONORA, CA	PHILLIPS	STEEN SKYB	MINOR	78
2686	615EZ	060786	MERCED, CA	NELSON/NELSO	VARIEZE	SERIOUS	48
2687	67TTB	051786	VAN NUYS, CA	AEROSPATIALE	TB20	FATAL	40
2688	845OV	101586	DOS PALOS, CA	ROCKWELL INT	S-2R	MINOR	92
2689	333AU	031586	WOODFORDS, CA	BEECH	A36TC	FATAL	28
2690	8932H	040486	SNELLING, CA	GRUMMAN	G164A	NONE	32
2691	84GD	032286	CHINESE CAMP, CA	GLEN DAVIS	GLASAIR	FATAL	30
2692	2756B	061486	EASTON, MD	AERO COMMAND	560A	MINOR	184
2693	9006W	113086	TUCSON, AZ	ROBINSON	R-22	MINOR	20
2694	9124M	110786	GOREVILLE, IL	CESSNA	182P	FATAL	144
2695	6965G	123086	LAKEVIEW, MI	CESSNA	150L	FATAL	216
2696	8FP	082786	MOORESTOWN, NJ	PASSONNO	SKYBOLT	FATAL	238

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2697	732ZF	120686	JEAN, NV	CESSNA	TU206G	FATAL	240
2698	9054U	040886	CHICAGO, IL	BOEING	737-222	MINOR	124
2699	9195U	123186	YORKTOWN HGTS, NY	CESSNA	150	MINOR	266
2700	734TE	051386	THERMAL, CA	CESSNA	172N	NONE	38
2701	4450R	050886	CRESCENT CITY, CA	CESSNA	172M	MINOR	36
2702	8306Z	053086	LONG BEACH, CA	PIPER	PA-34-200T	MINOR	42
2703	41SH	060686	LONG BEACH, CA	HALL CHRISTE	II	MINOR	44
2704	8729S	062986	HESPERIA, CA	CESSNA	150	NONE	52
2705	195JB	071386	SAN DIEGO, CA	CESSNA	195B	NONE	62
2706	6484H	071986	WHITMORE, AZ	CESSNA	T207A	MINOR	8
2707	5255R	101286	VAN BUREN, ME	CESSNA	172M	NONE	198
2708	202SH	072986	EDEN PRAIRIE, MN	SAMUEL R. HO	Q-200	NONE	224
2709	8085W	091186	LIKELY, CA	PIPER	PA-28-180	NONE	86
2710	3651S	082986	LOWER LAKE, CA	CESSNA	172E	MINOR	76
2711	76EV	112586	HALF MOON BAY, CA	PIPER	PA-18-150	NONE	104
2712	50RA	100486	SAN DIEGO, CA	WACO	YKS-7	NONE	90
2713	6650Y	090786	VISALIA, CA	BEECH	A-36	NONE	80
2714	58323	091186	CARLSBAD, CA	HUGHES	269C	NONE	84
2715	1316X	070886	PORTERVILLE, CA	BELL	47G-5	SERIOUS	58
2717	61442	071286	SANTA FE, TX	BEECH	58	FATAL	284
2718	23854	033186	DEXTERVILLE, WI	PIPER	PA-38-112	SERIOUS	308
2719	84277	041386	BROOKLYN CENTER, MN	PIPER	PA-28-181	SERIOUS	218
2720	21016	121586	DURAND, IL	CESSNA	182P	FATAL	148
2721	32693	121186	N. MANITOU ISL., MI	PIPER	PA-28R-200	FATAL	214
2722	45FC	082886	PLAINFIELD, IL	FRILING/COTH	LONGEZE	MINOR	130

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2723	4481P	110586	AURORA, IL	QUICKSILVER	MX II	SERIOUS	142
2724	116CA	121286	HAGERSTOWN, IN	AERO COMMAND	500B	SERIOUS	162
2725	4909F	091986	WISCONSIN RAPID, WI	PIPER	PA-32R-300	FATAL	324
2726	12841	121886	MIDDLETON, WI	CESSNA	172M	MINOR	328
2727	66345	061786	MILWAUKEE, WI	BEECH	C-23	NONE	310
2728	4023S	072286	TRANQUILITY, CA	AYRES	S2R	FATAL	64
2729	18235	111786	LAKE ISABELLA, CA	CESSNA	150L	FATAL	102
2730	78715	092386	EAST TAWAS, MI	CESSNA	172K	FATAL	208
2731	31AB	081786	BOWLEYS QRTS, MD	PIPER	PA-30	FATAL	188
2732	99PT	041886	WAYNESBORO, VA	TAYLOR LONSD	KR-2	FATAL	290
2733	621SR	111586	CORONA, CA	BOEING	A75N1	SERIOUS	98
2733	80579	111586	CORONA, CA	GLOBE	GC-1A	SERIOUS	100
2734	144FP	032086	MAUNALOA, HI	CESSNA	U206C	FATAL	120
2735	112DM	121786	GARDENA, CA	ROCKWELL INT	112TC	FATAL	112
2736	34213	101186	HAPPY JACK, AZ	CESSNA	177RG	FATAL	14
2737	2371E	112886	SANTA PAULA, CA	CESSNA	172N	NONE	108
2737	1510V	112886	SANTA PAULA, CA	DEHAVILLAND	GIPSY MOTH	NONE	110
2738	4767E	112786	RAYMOND, IN	CESSNA	172N	FATAL	158
2739	66672	080286	NASHUA, NH	CESSNA	150M	SERIOUS	230
2740	241FW	102386	WEST CHICAGO, IL	CESSNA	441	FATAL	140
2741	4004H	122086	FLAGSTAFF, AZ	MOONEY	M20K	FATAL	26
2742	5498A	123186	JASPER, FL	CESSNA	T210N	FATAL	116
2743	7100C	100886	KEYSVILLE, VA	BELLANCA	8GCBC	MINOR	296
2744	8982F	121086	CROSS PLAINES, IN	HUGHES	269B	FATAL	160
2745	5897U	110186	BLOOMINGTON, MD	PIPER	PA-28-140	MINOR	194

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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 14 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2676 11/30/86 DUMAS,AR

A/C Reg. No. N783PT

Time (Lcl) - 1445 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 080/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1200 FT
Lowest Ceiling - 1200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. LAUDERDALE,FL
Destination
STUTTGART,AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - CL-600

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9600
Make/Model- 100
Instrument- 925
Multi-Eng - 6900
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS OPERATING VFR OUT OF FT. LAUDERDALE, FLORIDA, WHEN HE ENCOUNTERED IMC WEATHER CLOSE TO VALDOSTA, GEORGIA. AT THIS POINT, THE PLT FURTHER STATED, HE AIR-FILED AN IFR FLIGHT PLAN BUT ELECTED NOT TO LAND AND REFUEL. ACCORDING TO ATC INFORMATION, THE AIRCRAFT DISAPPEARED FROM RADAR 44NM SHORT OF STUTTGART, ARKANSAS, HIS DESTINATION AIRPORT. REPORTS BY THE NATIONAL WEATHER SERVICE AT THE TIME OF THE ACCIDENT INDICATED THAT A LOW PRESSURE TROUGH WITH LOW IFR CONDITIONS EXISTED FROM THE MIDWESTERN PLAIN STATES TO THE FLORIDA PANHANDLE AND ON THROUGH THE OHIO VALLEY REGION. POST-ACCIDENT CALCULATIONS REVEALED THAT THE AIRCRAFT HAD BEEN OPERATED OVER THE MAXIMUM ALLOWABLE GROSS WEIGHT DURING THE INITIAL PORTION OF THE FLIGHT AND THAT FUEL RESERVES FOR IFR OPERATIONS WERE NONEXISTENT. NO USABLE FUEL WAS FOUND IN THE AIRCRAFT'S TANKS, AND NO MECHANICAL MALFUNCTIONS COULD BE DETECTED DURING AN OPERATIONAL CHECK OF BOTH POWERPLANTS.

Brief of Accident (Continued)

File No. - 2676

11/30/86

DUMAS,AR

A/C Reg. No. N783PT

Time (Lc1) - 1445 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

10. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND

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

Finding(s)

12. TERRAIN CONDITION - ROUGH/UNEVEN
13. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,8,9,12,13

Brief of Accident

File No. - 2749 4/07/86 MESA,AZ A/C Reg. No. N555KS Time (Lcl) - 0228 MST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AMARILLO,TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	FALCON FIELD
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - 1100 FT BROKEN	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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 612
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 5
	Aircraft Type - PA-44	Make/Model- 25
		Last 30 Days- 14
		Instrument- 117
		Last 90 Days- 58
		Multi-Eng - 92

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE FOURTH LEG OF AN IFR BUSINESS FLIGHT FROM STOW, OHIO TO SANTA PAULA, CALIFORNIA, THE AIRPLANE EXPERIENCED FUEL EXHAUSTION AND CRASHED ABOUT 1 1/2 MILES NORTHEAST OF FALCON FIELD (FFZ), MESA, ARIZONA. THE FLIGHT WAS BEING CONDUCTED UNDER THE AUSPICES OF KENT STATE UNIVERSITY'S FLIGHT DEPARTMENT. ALL OF THE OCCUPANTS WERE CERTIFICATED PILOTS, TWO OF WHICH WERE CERTIFIED FLIGHT INSTRUCTORS, INCLUDING THE UNIVERSITY'S DIRECTOR OF FLIGHT OPERATIONS/CHIEF FLIGHT INSTRUCTOR. THE PIC OF THE ACCIDENT SEGMENT WAS A CERTIFICATED FLIGHT INSTRUCTOR. THE PIC NOTED ON THE FLIGHT PLAN AN ENROUTE FLIGHT TIME OF 4 HOURS, AND 5 HOURS TOTAL FUEL. THE POST ACCIDENT INVESTIGATION DISCLOSED NO EVIDENCE OF ANY AIRPLANE PREEXISTING MALFUNCTIONS OR FAILURES. THE AIRPLANE'S BLOCK TIME WAS 4 HOURS AND 59 MINUTES.

Brief of Accident (Continued)

File No. - 2749

4/07/86

MESA, AZ

A/C Reg. No. N555KS

Time (Lcl) - 0228 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

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

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
5. LIGHT CONDITION - NIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2633

7/17/86

CASA GRANDE, AZ

A/C Reg. No. N5342

Time (Lcl) - 1046 MST

-----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 -DESCENT

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

Make/Model - GRUMMAN G-164-3

Eng Make/Model - P&W R-985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

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 - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 625

Last 24 Hrs - UNK/NR

Make/Model- 160

Last 30 Days- UNK/NR

Instrument- 10

Last 90 Days- 120

Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TELEPHONE WIRES ON THE THIRD APCH TO A FIELD FOR AN AERIAL APPLICATION RUN. THE ACFT THEN DESCENDED TO COLLISION WITH THE TERRAIN. THE PLT REPORTED HAVING NOTICED THE POWER LINES DURING THE PREVIOUS SPRAY RUNS.

Brief of Accident (Continued)

File No. - 2633

7/17/86

CASA GRANDE, AZ

A/C Reg. No. N5342

Time (Lc1) - 1046 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - CROP

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2706

7/19/86

WHITMORE, AZ

A/C Reg. No. N6484H

Time (Lcl) - 0842 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire NONE

Crew
Pass

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

Make/Model - CESSNA T207A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 80.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARBLE CANYON, AZ
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

GRAND CANYON BAR TEN ASTP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, ME LAND

Age - 22

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1352	Last 24 Hrs	-	4
Make/Model	-	240	Last 30 Days	-	133
Instrument	-	66	Last 90 Days	-	330
Multi-Eng	-	66	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE DEPARTED MARBLE CANYON AIRPORT, MARBLE CANYON, ARIZONA, TO PICK UP PASSENGERS AT THE GRAND CANYON BAR TEN AIRSTRIP (121) FOR A 14 CFR 135 FLIGHT. THE PILOT REPORTED THAT UPON ARRIVAL AT 121 HE FLEW OVER THE SINGLE DIRT STRIP RUNWAY AT ABOUT 20 FT A.G.L. HEADING IN A SOUTHERLY DIRECTION TO CHECK THE RUNWAY FOR LIVE STOCK OR POT HOLES. WHEN THE AIRPLANE REACHED THE SOUTH END OF THE RUNWAY THE PLT EXECUTED A RIGHT 90 DEG CLIMBING TURN TO ABOUT 400 FT A.G.L. FOLLOWED BY A LEFT DESCENDING 270 DEG TURN. DURING THE LEFT TURN THE AIRPLANE STALLED AND COLLIDED WITH THE GROUND. GROUND WITNESSES CONFIRMED THE PILOT'S ACCOUNT OF THE ACCIDENT. THE PILOT FURTHER STATED THAT AIRPLANE DID NOT EXPERIENCE ANY ENGINE DIFFICULTIES.

Brief of Accident (Continued)

File No. - 2706

7/19/86

WHITMORE,AZ

A/C Reg. No. N6484H

Time (Lc1) - 0842 MST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. LOW PASS - INITIATED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2684 8/07/86 PHOENIX,AZ A/C Reg. No. N8876N Time (Lcl) - 0825 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
ON GROUND

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 110/005 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

PAGE,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PHOENIX-DEER VALLEY MUNI.

Runway Ident - 07L

Runway Lth/Wid - 3800/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 150

Make/Model- 25

Instrument- 2

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 37

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE RECENTLY CERTIFICATED PRIVATE PILOT INITIATED FLT WITH AN OVER LOADED ACFT INTO HIGH DENSITY ALT CONDITIONS. THE ACFT STALLED AS IT MADE A CLIMBING LEFT TURN TO THE CROSSWIND LEG OF THE TRAFFIC PATTERN. THE STALL RESULTED IN AN UNCONTROLLED COLLISION WITH THE GROUND.

Brief of Accident (Continued)

File No. - 2684

8/07/86

PHOENIX,AZ

A/C Reg. No. N8876N

Time (Lcl) - 0825 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2626 8/12/86 GILBERT,AZ A/C Reg. No. N4410S Time (Lcl) - 0420 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Fatal
NONE Pass 0

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

Make/Model - AIR TRACTOR AT301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

Eng Make/Model - P&W R-1340AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 550 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GILBERT,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 5110
Make/Model-	18
Instrument-	93
Multi-Eng -	31
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE "LAST PULL-UP" FROM AN AERIAL APPLICATION, FLT THE PILOT NOTICED A LOW FUEL PRESSURE LIGHT INDICATION. WHILE RETURNING TO THE AIRPORT THE ENGINE QUIT. THE PILOT UTILIZED THE HAND OPERATED WOBBLE PUMP TO RESTART THE ENGINE. THE ENGINE RESTARTED THEN QUIT AGAIN A FEW SECONDS LATER. THE PILOT INITIATED A FORCED LANDING AND THE AIRCRAFT COLLIDED WITH GROUND OBSTRUCTIONS. NO FUEL WAS FOUND IN THE AIRCRAFT TANKS DURING POST ACCIDENT EXAM.

Brief of Accident (Continued)

File No. - 2626

8/12/86

GILBERT,AZ

A/C Reg. No. N4410S

Time (Lc1) - 0420 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

----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. - 2736 10/11/86 HAPPY JACK,AZ A/C Reg. No. N34213 Time (Lcl) - 1140 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----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 - 200 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

Itinerary

Last Departure Point

PAGE,AZ

Destination

PHOENIX,AZ

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- 310/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 200 FT SCATTERED
Lowest Ceiling - 500 FT BROKEN
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- 115

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- 11

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PRIVATE PLT WAS INFORMED THAT MVFR WEATHER CONDITIONS EXISTED ALONG HIS PLANNED ROUTE OF FLIGHT. THE PLT TOOK OFF & HEADED INTO THE DETERIORATING WX. WHILE CRUISING BENEATH CLOUDS THE ACFT COLLIDED WITH RAPIDLY RISING TERRAIN. THE PLT REPORTEDLY WAS HAVING MARITAL PROBLEMS & SOUGHT CUSTODY OF HIS 22-MONTH OLD SON. THE PLT WAS HIGHLY MOTIVATED TO LEAVE TOWN. THE PLT WAS TRANSPORTING HIS SON IN THE ACFT AT THE TIME OF THE ACC.

Brief of Accident (Continued)

File No. - 2736

10/11/86

HAPPY JACK,AZ

A/C Reg. No. N34213

Time (Lcl) - 1140 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,MOTIVATION - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
6. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2756 11/02/86 FLAGSTAFF, AZ

A/C Reg. No. N93495

Time (Lcl) - 1846 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

Pass

Serious

0

Minor

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-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 060/011 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STOCKTON, CA
Destination
FLAGSTAFF, AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 602
Make/Model- UNK/NR
Instrument- 30
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & HIS WIFE DESIRED TO RETURN TO THEIR FLAGSTAFF, AZ, HOME FOLLOWING A WEEKEND AT STOCKTON, CA., & THEY DEPARTED SCK IN VFR WEATHER CONDITIONS. THE WEATHER AT THE DESTINATION ARPT HAD BEEN BELOW VFR MINIMUMS ALL MORNING & IT WAS FORECAST TO REMAIN POOR THROUGHOUT THE NIGHT. THE PLT DID NOT REQUEST A WEATHER BRIEFING PRIOR TO TAKEOFF, & HE DID NOT REQUEST WEATHER FROM ANY FACILITY WHILE ENROUTE. AFTER FLYING FOR ABOUT 3.5 HRS & APPROACHING FLG, IFR WEATHER WAS ENCOUNTERED. DESPITE THE FACT THAT IT WAS AN HR PAST SUNSET & THE PLT WAS NOT INSTRUMENT RATED HE ELECTED TO CONTINUE THE FLIGHT. THE FLG CONTROLLER REPORTED HE NEVER SAW THE ACFT & HE NEVER ISSUED THE PLT A CLEARANCE TO ENTER THE CONTROL ZONE. THE PLT COLLIDED WITH TREES & TERRAIN 4 MI WEST OF FLG WHILE DESCENDING AT A 60 DEG ANGLE IN A 40 DEG BANK. INVESTIGATION REVEALED NO PRE-IMPACT MALFUNCTION OF THE ACFT ENG. DUE TO THE ACFT DAMAGE, THE FLT CONTROL CONTINUITY COULD NOT BE ESTABLISHED.

Brief of Accident (Continued)

File No. - 2756

11/02/86

FLAGSTAFF,AZ

A/C Reg. No. N93495

Time (Lc1) - 1846 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED
8. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2758 11/28/86 ELOY,AZ A/C Reg. No. N5814P Time (Lcl) - 1516 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

Crew
Pass

Fatal
1
2

Injuries

Serious	Minor	None
0	0	0
0	0	0

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 45.0 SM
Lowest Sky/Clouds - 18000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CASA GRANDE,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-28

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

Total	- 391	Last 24 Hrs	- UNK/NR
Make/Model-	89	Last 30 Days-	6
Instrument-	21	Last 90 Days-	39
Multi-Eng	- 1		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IN CAVU WEATHER CONDITIONS, THE ACFT CRASHED INTO OPEN, LEVEL DESERT TERRAIN AT A 30 DEG, NOSE LOW AND NEAR WINGS LEVEL ATTITUDE. NO PRE-IMPACT MECHANICAL MALFUNCTIONS WERE FOUND WITH THE AIRCRAFT. THERE WERE NO WITNESSES TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2758

11/28/86

ELOY, AZ

A/C Reg. No. N5814P

Time (Lc1) - 1516 MST

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

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2693 11/30/86 TUCSON, AZ A/C Reg. No. N9006W Time (Lcl) - 1135 MST

-----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 -LANDING

Crew
Pass

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

Make/Model - ROBINSON R-22

Landing Gear - SKID

Max Gross Wt - 1300

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- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SCOTTSDALE, AZ

Destination

TUCSON, AZ

Airport Proximity
ON AIRPORT

Airport Data

TUCSON INT'L

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

SCATTERED Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

HELICOPTER

Age - 29

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - R-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 240	Last 24 Hrs	- 1
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Make/Model-	240	Last 30 Days-	7
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Instrument-	UNK/NR	Last 90 Days-	21
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Multi-Eng - UNK/NR	Rotorcraft -	240
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER 50 MINUTES OF CRUISE FLIGHT, THE PILOT OBSERVED A DECREASE IN OIL PRESSURE TO ZERO AND THE ILLUMINATION OF THE LOW OIL PRESSURE LIGHT. THE PILOT LANDED THE HELICOPTER AND HAD AN AIRFRAME AND POWERPLANT MECHANIC INSPECT THE AIRCRAFT. THERE WERE NO PROBLEMS OBSERVED. THE PILOT TOOK OFF AND CONTINUED THE INSTRUCTIONAL FLIGHT, LETTING HIS STUDENT TAKE OVER THE CONTROLS. AFTER 20 MINUTES OF NORMAL OPERATION AND ON FINAL APPROACH FOR LANDING AT 75 FT AGL AND 50 KNOTS, THE LOW OIL PRESSURE LIGHT ILLUMINATED. THE ENGINE STOPPED RUNNING. THE INSTRUCTOR TOOK OVER CONTROL OF THE AIRCRAFT AND ATTEMPTED AN AUTOROTATION. THE AIRCRAFT COLLIDED WITH THE TERRAIN AT AN AIRSPEED OF 35 TO 40 KNOTS. A TEARDOWN OF THE ENGINE REVEALED THAT THE NUMBER TWO CONNECTING ROD HAD FAILED.

Brief of Accident (Continued)

File No. - 2693

11/30/86

TUCSON,AZ

A/C Reg. No. N9006W

Time (Lcl) - 1135 MST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
 3. MISCELLANEOUS - BLOCKED(PARTIAL)
 4. MISCELLANEOUS - CHAFED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2642 12/05/86 CHANDLER, AZ A/C Reg. No. N671Y Time (Lc1) - 1130 MST

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

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

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 10000 FT</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHANDLER, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3160</p> <p>Make/Model- 1800</p> <p>Instrument- 10</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 182</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES DURING AN AERIAL APPLICATION FLIGHT. THE PILOT HAD MADE SEVERAL PASSES PRIOR TO THE ACCIDENT AND NOTICED THE WIRES EACH TIME. VISIBILITY WAS GOOD, IT WAS DAYLIGHT CONDITIONS, AND THERE WERE NO MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 2642

12/05/86

CHANDLER,AZ

A/C Reg. No. N671Y

Time (Lcl) - 1130 MST

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

Finding(s)

1. OBJECT - WIRE,STATIC
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2641 12/13/86 MESA,AZ

A/C Reg. No. N3762S

Time (Lc1) - 0740 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SOLEM KR-2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - VW 1830CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

FALCON FIELD
Runway Ident - 04R
Runway Lth/Wid - 5100/ 100
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 434
Last 24 Hrs - UNK/NR
Make/Model- 7
Last 30 Days- UNK/NR
Instrument- 10
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF THE CONTROL STICK SHUDDERED AND HE FELT "BACK PRESSURE" ON THE STICK. THE NOSE STARTED PITCHING UP SO HE PUSHED FORWARD ON THE STICK. HE CONTINUED PUSHING THE STICK FORWARD UNTIL IT REACHED THE FORWARD STOPS. DESPITE THIS, THE NOSE CONTINUED PITCHING UP AND THE AIRCRAFT STALLED. THE PILOT WAS ABLE TO ROLL WINGS LEVEL JUST AS THE AIRCRAFT COLLIDED WITH THE RUNWAY. EXAMINATION OF THE UNDAMAGED TAIL SECTION REVEALED THAT THE ELEVATOR TRIM TAB WAS DISCONNECTED.

Brief of Accident (Continued)

File No. - 2641

12/13/86

MESA, AZ

A/C Reg. No. N3762S

Time (Lcl) - 0740 MST

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - FLUTTER
2. FLIGHT CONTROL, ELEVATOR ATTACHMENT - DISCONNECTED
3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
4. STALL

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2741 12/20/86 FLAGSTAFF, AZ A/C Reg. No. N4004H Time (Lcl) - 1130 MST

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

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

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TSIO-360-GB1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LONG BEACH, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GARDEN CITY, KS	PULLIAM
Wind Dir/Speed- 080/005 KTS	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 - 500 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2160
SE LAND, SE SEA	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 37
		Instrument- 372
		Last 90 Days- 91
		Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ENCOUNTERED CLOUDS AND TEMPERATURES BELOW FREEZING DURING A CROSS COUNTRY FLIGHT AT 17,500 FEET ABOVE MEAN SEA LEVEL. THE ENGINE FAILED SHORTLY AFTER THE ENCOUNTER WITH THE WEATHER. THE PILOT WAS UNABLE TO RESTART THE ENGINE DURING THE FORCED LANDING DESCENT AND COLLIDED WITH THE TERRAIN AT AN ELEVATION OF 6110 FEET MSL. AN EXAMINATION OF THE ENGINE INDUCTION SYSTEM REVEALED A COATING OF GLOBULAR ICE FORMATION AND CRYSTALS ON THE INDUCTION AIR FILTER. THE ALTERNATE AIR DOOR WAS CLOSED AND THE ALTERNATE AIR CONTROL WAS IN THE FILTERED POSITION.

Brief of Accident (Continued)

File No. - 2741

12/20/86

FLAGSTAFF, AZ

A/C Reg. No. N4004H

Time (Lc1) - 1130 MST

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

3. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
5. FUEL SYSTEM, RAM AIR - ICE
6. INDUCTION AIR CONTROL - NOT SWITCHED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2689 3/15/86 WOODFORDS,CA A/C Reg. No. N333AU Time (Lcl) - 1340 PST

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TS10-520-UB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SEATTLE,WA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	OXNARD,CA	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 800 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2310
SE LAND,SE SEA	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) - AIRPLANE

-----Narrative-----

THE WX DETERIORATED WHILE THE ACFT WAS CRUISING IN IMC AT 17,000 FT. MODERATE TURBULENCE & ICING CONDITIONS IN THE LAYERED CLOUDS WERE REPORTED BY OTHER NEARBY FLYING ACFT. THE PLT INFORMED ARTCC THAT HE "LOST THE AUTOPILOT," & THE ACFT'S COURSE BEGAN CHANGING RADICALLY. A GROUND BASED WITNESS DESCRIBED THE APPROACHING ACFT'S NOISE AS BEING SIMILAR TO THE "SCREAMING" PRODUCED BY AN ACFT IN A POWER DIVE. THE SURFACE VISIBILITY WAS RESTRICTED BY SNOW TO BETWEEN 200 FT - 1/4 MI. CONTROL OF THE ACFT WAS LOST AND AN INFLIGHT BREAKUP OCCURRED. THE WRECKAGE WAS FOUND DISTRIBUTED OVER A 1/8 BY 3/4 MILE AREA. THE PRIMARY AIRFRAME FAILURE OCCURRED ON THE LEFT SIDE OF THE WING SPAR CARRY THROUGH STRUCTURE. THE STRUCTURE BROKE IN AN UPWARD (POSITIVE) DIRECTION. NO EVIDENCE FOR THE REPORTED LOSS OF THE AUTOPILOT OR WITH THE RELATED FLIGHT CONTROL SYSTEM WAS FOUND. THE ACFT WAS NEITHER CERTIFICATED NOT EQUIPPED FOR FLIGHT INTO ICING CONDITIONS.

Brief of Accident (Continued)

File No. - 2689

3/15/86

WOODFORDS,CA

A/C Reg. No. N333AU

Time (Lc1) - 1340 PST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - TURBULENCE

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

Finding(s)

4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. WING - OVERLOAD
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2691 3/22/86 CHINESE CAMP,CA A/C Reg. No. N84GD Time (Lcl) - 2000 PST

-----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

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

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

Make/Model - GLEN DAVIS GLASAIR
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BURBANK,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JENSEN PRIVATE AIRSTRIP
Runway Ident - 24
Runway Lth/Wid - 3000/ 40
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 17000	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) - UNK/NR

-----Narrative-----

A GLASAIR HOMEBUILT AIRCRAFT COLLIDED WITH A BARN SHORTLY AFTER TAKEOFF ON A NIGHT TIME BUSINESS TRIP. THE AIRCRAFT DEPARTED FROM THE EXTREME LEFT SIDE OF THE RUNWAY WHICH HAD A HIGH GROWTH OF VEGETATION. THE AIRCRAFT WAS OBSERVED TO BE ABOUT 40 TO 50 FT ABOVE THE GROUND WHEN IT ROLLED TO THE LEFT, WENT BEHIND A TREE AND COLLIDED WITH THE BARN. THE ENSUING GROUND FIRE DESTROYED THE EVIDENCE WHICH WAS COMPOSED PRIMARILY OF COMPOSITE MATERIALS.

Brief of Accident (Continued)

File No. - 2691

3/22/86

CHINESE CAMP, CA

A/C Reg. No. N84GD

Time (Lc1) - 2000 PST

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2690 4/04/86 SNELLING,CA A/C Reg. No. N8932H Time (Lcl) - 1615 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	IN FLIGHT	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					1
					0

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

Make/Model - GRUMMAN G164A	Eng Make/Model - P&W R1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KELSEY RANCH
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 60
Lowest Sky/Clouds - 5000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 26000 Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 2	Make/Model- 4000 Last 30 Days- 60
HELICOPTER	Aircraft Type - 206	Instrument- 1060 Last 90 Days- 200
		Multi-Eng - 10000 Rotorcraft - 4500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE HAD JUST LIFTED OFF DURING TAKEOFF WHEN THE ENG QUIT. THE ACFT THEN STALLED, HITTING A CANAL AND SHEARING OFF THE MAIN LANDING GEAR. THE PLT STATED THAT A BROKEN FUEL LINE IS SUSPECT DUE TO THE SUDDEN STOPPAGE AND INTENSE GROUND FIRE. THE ENG HAD APRX 20 HRS SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2690

4/04/86

SNELLING,CA

A/C Reg. No. N8932H

Time (Lcl) - 1615 PST

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

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,TOTAL

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

Finding(s)

2. TERRAIN CONDITION - DOWNHILL

----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. - 2650

4/16/86

CHOWCHILLA, CA

A/C Reg. No. N910PD

Time (Lcl) - 1124 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

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

DESTROYED
Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
1
0

None
0
0

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

Make/Model - BELL UH-1B
Landing Gear - SKID
Max Gross Wt - 8500
No. of Seats - 2

Eng Make/Model - LYCOMING T53-L11D
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1100 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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SNELLING, CA
Destination
DELANO, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 500

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- 20
Last 90 Days- 50
Rotorcraft - 10000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING FROM A SPRAYING OPERATION THE PLT OBSERVED THAT THE MAIN TRANSMISSION OIL PRESSURE GAGE INDICATED ZERO. THE PLT REPORTED THAT THE ENGINE MASTER CAUTION DID NOT ILLUMINATE AND THAT THE OIL TEMPERATURE GAGE WAS NORMAL. THE PLT STATED THAT HE DECIDED THAT THE OIL PRESSURE GAGE WAS FAULTY AND ELECTED TO CONTINUE THE FLT. ABOUT 5 MINUTES LATER, THE TRANSMISSION OIL TEMP GAGE BEGAN TO RISE RAPIDLY. THE HELICOPTER BEGAN TO SHAKE VIOLENTLY AND THE MAIN ROTOR RPM BEGAN TO DECAY. THE PLT, UNABLE TO PERFORM AN AUTOROTATION DUE TO LOW ROTOR RPM EXECUTED A POWER ON LANDING, AND THE HELICOPTER ROLLED OVER AT IMPACT. POST ACCIDENT INVESTIGATION DISCLOSED THE OIL COLLER HOUSING GASKET WAS DAMAGED AND THE TRANSMISSION OIL RESERVOIR DID NOT CONTAIN ANY OIL. THE TRANSMISSION OUTER HOUSING AND PLANETARY GEARS EXHIBITED HIGH TEMPERATURE DISTRESS.

Brief of Accident (Continued)

File No. - 2650

4/16/86

CHOWCHILLA, CA

A/C Reg. No. N910PD

Time (Lc1) - 1124 PST

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

Finding(s)

1. LUBRICATING SYSTEM, OIL GASKET - DISTORTED
 2. FLUID, OIL - EXHAUSTION
 3. MISC ROTORCRAFT, TRANSMISSION OIL PRESS IND - NO PRESSURE
 4. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - JAMMED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
 6. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2701 5/08/86 CRESCENT CITY, CA A/C Reg. No. N4450R Time (Lcl) - 1800 PDT

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

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

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

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

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

<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- 310/025 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FALL RIVER MILL, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</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>GO AROUND</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>JACK MCNAMARA</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 5002/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 97</p> <p>Make/Model- 5</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED DUE TO SEVERE TURBULENCE HE DECIDED TO LAND LONG. UPON REALIZING THAT THE AIRPLANE WAS TOO HIGH HE ADDED FULL FLAPS. SHORTLY AFTER TOUCHDOWN THE PLT BEGAN TO LOSE CONTROL OF THE AIRPLANE AND ELECTED TO TAKEOFF. DURING THE INITIAL CLIMB THE AIRPLANE DID NOT ACCELERATE AND ITS RATE OF CLIMB WAS "SLOW." REALIZING THAT A CRASH WAS INEVITABLE THE PLT ELECTED TO "STALL THE AIRPLANE" INTO SOME TREES. THE PLT REPORTED THAT HE DID NOT RETRACT THE FLAPS WHEN HE INITIATED THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2701

5/08/86

CRESCENT CITY, CA

A/C Reg. No. N4450R

Time (Lcl) - 1800 PDT

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

Finding(s)

1. OBJECT - TREE(S)
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2700 5/13/86 THERMAL, CA A/C Reg. No. N734TE Time (Lcl) - 1252 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/010 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
APPLE VALLEY, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

THERMAL
Runway Ident - 30
Runway Lth/Wid - 5000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----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-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 37	Last 24 Hrs - 5
Make/Model- 37	Last 30 Days- 20
Instrument- 0	Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS RETURNING TO THERMAL AIRPORT, THERMAL, CA AFTER COMPLETING A ROUND ROBIN SOLO CROSS COUNTRY FLIGHT. WHILE LANDING ON RUNWAY 30 THE STUDENT ENCOUNTERED A 90 DEGREE RIGHT CROSSWIND AND LOST CONTROL OF THE AIRPLANE. THE AIRPLANE EXITED THE END OF THE RUNWAY AND NOSED OVER. THE STUDENT PILOT REPORTED THAT THE BRAKE SYSTEM FAILED. THE POST-ACCIDENT EXAMINATION OF THE BRAKE SYSTEM DISCLOSED NO EVIDENCE OF ANY PRE-EXISTING MALFUNCTIONS AND/OR FAILURES.

Brief of Accident (Continued)

File No. - 2700

5/13/86

THERMAL,CA

A/C Reg. No. N734TE

Time (Lc1) - 1252 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2687 5/17/86 VAN NUYS, CA A/C Reg. No. N67TTB Time (Lcl) - 1530 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	-APPROACH	ON GROUND	Pass 0	0	0	0

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

Make/Model	- AEROSPATIALE TB20	Eng Make/Model	- LYCOMING IO-540-C4D5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2943	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 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/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">VAN NUYS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">VAN NUYS</p> <p>Runway Ident - 16L</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - 269C</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - UNK/NR</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- UNK/NR</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - UNK/NR	Last 24 Hrs - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - UNK/NR	Last 24 Hrs - UNK/NR									
Make/Model- UNK/NR	Last 30 Days- UNK/NR									
Instrument- UNK/NR	Last 90 Days- UNK/NR									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN THE TRAFFIC PATTERN FOR RWY 16L THE LIGHT ACFT PLT WAS CAUTIONED ABOUT POSSIBLE WAKE TURBULENCE FROM AN ARRIVING C-130 HERCULES ACFT LANDING ON RWY 16R. THE LIGHT ACFT PLT ACKNOWLEDGED OBSERVING THE C-130, WHICH WAS ABOVE HIM. THE C-130 LANDED ON RWY 16R WITHOUT INCIDENT. WHEN THE LIGHT ACFT WAS ABOUT 1/4 MILE NORTH OF THE ARPT IT ENCOUNTERED THE C-130'S VORTEX WHICH CAUSED IT TO ROLL OVER INVERTED AND CRASH. THE LIGHT ACFT PLT FAILED TO ADHERE TO THE WARNING GIVEN BY ATC AND HE FAILED TO ADHERE TO THE ESTABLISHED VORTEX AVOIDANCE PROCEDURES WRITTEN IN THE AIRMAN'S INFORMATION MANUAL.

Brief of Accident (Continued)

File No. - 2687

5/17/86

VAN NUYS,CA

A/C Reg. No. N67TTB

Time (Lcl) - 1530 PDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Occurrence #4 FIRE/EXPLOSION
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. - 2702 5/30/86 LONG BEACH, CA A/C Reg. No. N8306Z Time (Lcl) - 1626 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 1
0 0

None
0
0

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-EB1
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - UNK/NR

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 190/009 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ONTARIO, CA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

LONG BEACH
Runway Ident - 16L
Runway Lth/Wid - 4267/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4500

Make/Model- 4300

Instrument- 400

Multi-Eng - 1800

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE CRASHED ON FINAL APPROACH TO RUNWAY 16L AT LONG BEACH AIRPORT (LGB), LONG BEACH, CALIFORNIA. THE PILOT REPORTED THAT BOTH ENGINES SUSTAINED A TOTAL LOSS OF POWER. THE AIRPLANE'S ALTITUDE WAS INSUFFICIENT TO LAND ON THE AIRPORT. THE LEFT FUEL TANK WAS NOT COMPROMISED; THE RIGHT FUEL TANK FUEL LINE TO THE FUEL SELECTOR VALVE WAS FOUND RUPTURED. FAA PERSONNEL REPTD THAT THERE WAS MINIMAL FUEL SPILLAGE AT THE ACCIDENT SITE. THE WRECKAGE EXAMINATION DSCLD THAT THE FUEL LINE BETWEEN THE ENGINE DRIVEN FUEL PUMP AND FUEL SERVO UNIT IN BOTH ENGINES DID NOT CONTAIN ANY FUEL.

Brief of Accident (Continued)

File No. - 2702

5/30/86

LONG BEACH, CA

A/C Reg. No. N8306Z

Time (Lc1) - 1626 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

5. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2703 6/06/86 LONG BEACH, CA A/C Reg. No. N41SH Time (Lcl) - 1635 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 1
0 1

None
0
0

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

Make/Model - HALL CHRISTEN EAGLE II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/013 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LONG BEACH
Runway Ident - 25R
Runway Lth/Wid - 6192/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

-----Narrative-----

WHILE PRACTICING TOUCH & GO TAKEOFFS AND LANDINGS ON RUNWAY 25R AT LONG BEACH INTERNATIONAL ARPT, LONG BEACH, CA, THE ACFT EXPERIENCED A TOTAL ENGINE POWER LOSS. THE PIC WAS FLYING FROM THE REAR SEAT AND REPTD THE ACFT ALTITUDE WAS INSUFFICIENT TO RETURN TO LGB AND LAND ON RUNWAY 12 AND HE ELECTED TO LAND IN AN OPEN AREA ABOUT 1/4 MILE NORTHWEST OF THE ARPT. THE FRONT SEAT PLT/PASSENGER TOOK OVER THE CONTROLS BECAUSE HE COULD SEE THE EMERGENCY LANDING AREA BETTER THAN THE PIC. DURING THE LANDING ROLL THE ACFT NOSED OVER ONTO ITS BACK AFTER COLLIDING WITH SOME RAILROAD TRACKS WHICH WERE PERPENDICULAR TO THE ACFT GND ROLL. BOTH CERTIFICATED AIRLINE TRANSPORT PLTS SUSTAINED MINOR INJURIES. POST-IMPACT EXAM OF THE WRECKAGE DISCLOSED THAT THE ACFT WAS OUT OF FUEL. THE EXAM FURTHER DISCLOSED THAT WHEN TWO GALLONS OF FUEL WERE ADDED IN THE FUEL TANK, THE FUEL SIGHT GAUGE WAS NOT DISCERNABLE FROM THE FRONT SEAT COCKPIT. THE SIGHT GAUGE IS OPAQUE. FLT TIME WAS NOT REPORTED/UNAVAILABLE.

Brief of Accident (Continued)

File No. - 2703

6/06/86

LONG BEACH, CA

A/C Reg. No. N41SH

Time (Lcl) - 1635 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - DIRTY(FOGGY)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
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

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. - 2658 6/07/86 SWALL MEADOWS,CA A/C Reg. No. N398Z Time (Lcl) - 1204 PDT

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

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

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

Make/Model - BEECH M35	Eng Make/Model - CONTINENTAL IO-470-C(1)	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BISHOP,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SWALL MEADOWS
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 2000
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1136
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - M35	Make/Model- UNK/NR
		Last 30 Days- 10
		Instrument- 57
		Last 90 Days- 30
		Multi-Eng - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CIVIL AIR PATROL (CAP) ORGANIZED & PROVIDED INSTRUCTORS TO TEACH CAP MISSION PLTS TECHNIQUES OF "HIGH ALTITUDE" SEARCH FLYING DURING A 2-DAY COURSE. THE CURRICULUM INCLUDED MAKING A LANDING APPROACH TO A 6080 FT ELEVATION AIRSTRIP. THE APPROACH WAS TO BE TERMINATED WITH A GO-AROUND FOR WHICH SUCCESSFUL EXECUTION REQUIRED PROMPTLY TURNING THE ACFT AWAY FROM THE RISING TERRAIN LOCATED BEYOND THE DEPARTURE END OF THE RWY. THE TRAINEE-PILOT FLEW THE APPROACH BUT ALLOWED THE AIRSPEED TO SLOW BELOW THE BEST ANGLE OF CLIMB. WHILE THE GEAR & FLAPS WERE BEING RAISED THE PLT ALSO FAILED TO PROMPTLY TURN THE ACFT AWAY FROM THE RISING TERRAIN. BECAUSE OF THE 8500 FT DENSITY ALTITUDE, THE ACFT'S CLIMB PERFORMANCE WAS DEGRADED, & THE ACFT COLLIDED WITH THE RISING TERRAIN. THE CFI FAILED TO ADEQUATELY MONITOR HIS STUDENT'S PERFORMANCE, & HE FAILED TO FOLLOW ESTABLISHED CAP PROCEDURES WHICH REQUIRED HIM TO ISSUE MISSION ABORT INSTRUCTIONS IN A TIMELY MANNER.

Brief of Accident (Continued)

File No. - 2658

6/07/86

SWALL MEADOWS,CA

A/C Reg. No. N398Z

Time (Lc1) - 1204 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. TERRAIN CONDITION - UPHILL
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. REMEDIAL ACTION - NOT PERFORMED - CHECK PILOT
8. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - CHECK PILOT
9. SUPERVISION - INADEQUATE - CHECK PILOT

-----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) 1,2,3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2686 6/07/86 MERCED, CA A/C Reg. No. N615EZ Time (Lcl) - 1038 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - NELSON/NELSON VARIEZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1050
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 270/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN LUIS OBISPO, CA
Destination
MERCED, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MERCED MUNI
Runway Ident - 30
Runway Lth/Wid - 5903/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-170

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

Total - 391
Make/Model- 39
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH WITNESSES OBSERVED THE AIRCRAFT TO BE LOW AND SLOW WHEN THE WING COLLIDED WITH A LIGHT STANCHION (5' HIGH). THE LEFT WING BANKED SHARPLY TO THE LEFT, HIT THE GROUND AND THE ACFT CARTWHEELED. THE PILOT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT.

Brief of Accident (Continued)

File No. - 2686

6/07/86

MERCED, CA

A/C Reg. No. N615EZ

Time (Lcl) - 1038 PDT

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

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2659

6/08/86

DEL REY OAKS, CA

A/C Reg. No. N4457W

Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Fatal

Crew 1
Pass 0
Other 0

Injuries

Serious

Minor

None

0

0

0

0

0

0

0

1

0

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

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BB10B
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/008 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
OAKLAND, CA
Destination
MONTEREY, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONTEREY
Runway Ident - 24
Runway Lth/Wid - 4001/ 150
Runway Surface - N/A
Runway Status - N/A

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

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

Age - 75
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 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-----

APPROACHING THE DESTINATION ARPT THE PLT INFORMED ATC THAT HE DID NOT FEEL WELL AND DESIRED TO LAND "AS QUICKLY AS POSSIBLE." THE PLT WAS CLEARED TO LAND. WHILE ON A RIGHT BASE LEG THE ACFT PITCHED 45 DEGREES NOSE DOWN, AND COLLIDED WITH TERRAIN AND A RESIDENCE 1600 FT FROM THE RWY. ONE PERSON INSIDE THE RESIDENCE RECEIVED MINOR INJURIES. THE PATHOLOGICAL EXAM REVEALED THE PLT HAD AN ADVANCED STAGE OF GENERALIZED ATHEROSCLEROSIS. SOME CORONARY ARTERIES WERE 95 PERCENT OCCLUDED. THE PLT REPORTED HAVING 6,200 HRS OF FLT TIME ON A 1981 MEDICAL CERTIFICATE APPLICATION AND REPORTED 2,500 HRS ON A 1983 APPLICATION.

Brief of Accident (Continued)

File No. - 2659

6/08/86

DEL REY OAKS, CA

A/C Reg. No. N4457W

Time (Lcl) - 1745 PDT

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

Finding(s)
1. INCAPACITATION(HEART ATTACK) - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2704

6/29/86

HESPERIA, CA

A/C Reg. No. N8729S

Time (Lcl) - 0102 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
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- 270/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
UPLAND, CA
Destination
BULLHEAD CITY, AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HESPERIA AIR LODGE
Runway Ident - 21
Runway Lth/Wid - 3910/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

THE STUDENT PILOT AND PASSENGER DEPARTED CARBLE AIRPORT (CCB), UPLAND, CA, ON A VISUAL FLIGHT RULES PERSONAL FLIGHT TO BULLHEAD CITY, ARIZONA. THE STUDENT PLT REPORTED WHILE APPROACHING HESPERIA, CA AT ABOUT 7,500 FT M.S.L. THE ENGINE BEGAN TO EXPERIENCE AN INTERMITTENT POWER LOSS WHICH WAS FOLLOWED BY A TOTAL LOSS OF POWER. THE STUDENT PILOT ELECTED TO LAND AT HESPERIA AIR LODGE (L26). WHILE ON FINAL APPROACH TO RUNWAY 21, THE AIRPLANE COLLIDED WITH SOME UNMARKED WIRES WHICH CROSS THE FINAL APPROACH COURSE. THE AIRPLANE WAS REMOVED FROM THE ACCIDENT SITE BEFORE THE ENGINE COULD BE EXAMINED. PLTS FLT TIME WAS NOT AVAILABLE/NOT REPORTED.

Brief of Accident (Continued)

File No. - 2704

6/29/86

HESPERIA, CA

A/C Reg. No. N8729S

Time (Lcl) - 0102 PDT

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 APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. TERRAIN CONDITION - WIRE, TRANSMISSION
3. LIGHT CONDITION - NIGHT
4. VISUAL LOOKOUT - 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

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. - 2683 6/30/86 LE GRAND, CA A/C Reg. No. N64789 Time (Lcl) - 0610 PDT

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

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

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

Make/Model	- BELL UH-1B	Eng Make/Model	- LYCOMING T5311A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 8500	Engine Type	- TURBOSHAFT		
No. of Seats	- 9	Rated Power	- 900 HP		

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

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

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 9475
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model	- 3025
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 80
		Multi-Eng	- 90
		Last 24 Hrs	- 5
		Last 30 Days	- UNK/NR
		Last 90 Days	- 53
		Rotorcraft	- 8445

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER EXPERIENCED AN ENGINE FAILURE SHORTLY AFTER LIFT-OFF PRIOR TO A SPRAY RUN ON A NEARBY FIELD. THE ENGINE DECELERATED TO ZERO AND THE ACFT COLLIDED WITH THE GROUND. EXAMINATION OF THE ENGINE REVEALED THE TURBINE ROTOR WAS DESTROYED AND EVIDENCE OF OVERSPEED AND TENSION OVERLOAD WAS FOUND.

Brief of Accident (Continued)

File No. - 2683

6/30/86

LE GRAND, CA

A/C Reg. No. N64789

Time (Lcl) - 0610 PDT

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

Finding(s)

1. TURBINE ASSEMBLY - OVERSPEED
 2. TURBINE ASSEMBLY - FAILURE, TOTAL
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2759

7/04/86

MEYERS, CA

A/C Reg. No. N66287

Time (Lcl) - 1732 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
DESTROYED	1	0	0	0
Fire				
ON GROUND	3	0	0	0
Crew				
Pass				

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

DESTROYED
ON GROUND

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

Make/Model - BEECH C24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/005 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
SOUTH LK. TAHOE, CA
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 57
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 519	Last 24 Hrs	- UNK/NR
Make/Model	- 8	Last 30 Days	- 1
Instrument	- UNK/NR	Last 90 Days	- 3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITH A DENSITY ALTITUDE OF ABOUT 8400 FT, AND AN AIRCRAFT NEAR ITS MAX CERTIFICATED GROSS WEIGHT, THE PLT & 3 PAX DEPARTED ON RWY 18. DURING TAKEOFF EITHER THE PILOT'S DOOR WAS NOT CLOSED OR IT CAME OPEN. THE OPEN DOOR DEGRADED THE ACFT'S CLIMB PERFORMANCE. THE PLT BECAME DISTRACTED BY THE DOOR AND INADVERTANTLY FLEW INTO A BOX CANYON. DURING A TURNAROUND MANEUVER, THE ACFT STALLED AND COLLIDED WITH THE TREES AND TERRAIN.

Brief of Accident (Continued)

File No. - 2759

7/04/86

MEYERS,CA

A/C Reg. No. N66287

Time (Lcl) - 1732 PDT

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

Finding(s)

1. DOOR - OPEN
2. AIRCRAFT PERFORMANCE - DETERIORATED

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

Finding(s)

3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - HIGH TERRAIN
5. TERRAIN CONDITION - RISING
6. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2715 7/08/86 PORTERVILLE, CA A/C Reg. No. N1316X Time (Lcl) - 0915 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10077
SE LAND, ME LAND	Months Since - 18	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 5000
		Last 30 Days- UNK/NR
		Instrument- 101
		Last 90 Days- 110
		Multi-Eng - 375
		Rotorcraft - 5100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT THE PLT LOST CONTROL OF THE HELICOPTER AND COLLIDED WITH A BUILDING. EXAMINATION REVEALED THAT THE INSIDE DIAMETER OF THE TAIL ROTOR DRIVESHAFT WAS NOT COATED WITH ALUMINIZED LACQUER AS REQUIRED BY THE BELL FINISH PROCESS SPECIFICATION. THE BELL DRAWING REQUIRES TWO #2 SHORT PLUGS TO BE INSTALLED AT A SPECIFIED DISTANCE FROM EACH END OF THE TAIL ROTOR DRIVESHAFT AND THE END OF THE SHAFT TO BE SEALED OFF WITH ADHESIVE TO PROTECT THE SHAFT INSIDE DIAMETER FROM CORROSION. A DIMENSIONAL CHECK OF THE SHAFT REVEALED THAT THE PLUGS WERE NOT INSTALLED AT THE CORRECT DISTANCE FROM THE END OF THE SHAFT AS SPECIFIED IN THE DRAWING.

Brief of Accident (Continued)

File No. - 2715

7/08/86

PORTERVILLE, CA

A/C Reg. No. N1316X

Time (Lcl) - 0915 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
 2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - CORRODED
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - BOGUS PART
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
-

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

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

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. - 2660

7/13/86

SANTA PAULA, CA

A/C Reg. No. N6339L

Time (Lcl) - 0100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - AMERICAN AVIATION AA-1A
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/YES
Stall Warning System - YES

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

Weather Data

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

Basic Weather - UNK/NR

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

RAMONA, CA

Destination

SANTA PAULA, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANTA PAULA

Runway Ident - N/A

Runway Lth/Wid - 2650/ 40

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - AA1A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER WORKING FOR OVER 13.5 HOURS THE PILOT ATTEMPTED TO FLY 160 MILES TO HIS HOME. THE 1.3 HOUR FLT WAS INITIATED BETWEEN 0100 AND 0200. IT WAS A DARK NIGHT AND ACCORDING TO PERSONS IN THE ACCIDENT AREA A 200-400 FT BROKEN/OVERCAST CLOUD LAYER WAS PRESENT. THERE IS NO PUBLISHED INSTRUMENT APCH FOR THE PLTS DESTINATION ARPT. SUFFICIENT FUEL WAS ON BOARD FOR A DIVERSION TO AN ALTERNATE ARPT, BUT THE PLT CONTINUED INTO SANTA PAULA: THE ACFT COLLIDED WITH 28 DEG UPSLOPING TERRAIN AT AN ALT OF 800 FT MSL, APRX 2 MILES FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2660

7/13/86

SANTA PAULA, CA

A/C Reg. No. N6339L

Time (Lcl) - 0100 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 4. DESCENT - INTENTIONAL - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2705 7/13/86 SAN DIEGO, CA A/C Reg. No. N195JB Time (Lcl) - 0947 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
IN FLIGHT

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

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

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 4

Eng Make/Model - JACOBS 755S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 195 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- 230/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SCOTTSDALE, AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MONTGOMERY
Runway Ident - 05
Runway Lth/Wid - 3402/ 150
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 - 22
Aircraft Type - C-195B

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

Total	- 10700	Last 24 Hrs	- 4
Make/Model	- 1100	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 10
Multi-Eng	- 2000		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE DEPARTED MONTGOMERY AIRPORT, RUNWAY 28L, SAN DIEGO, CA. SHORTLY AFTER DEPARTING A FIRE ERUPTED IN THE UPPER COWLING AREA. THE PILOT EXECUTED AN EMERGENCY LANDING ON RUNWAY 05, BUT LANDED HARD. EXAMINATION OF THE WRECKAGE DISCLOSED THE NUMBER 2 CYLINDER FAILED NEAR THE EXHAUST PORT AND ADJACENT TO THE TURBOCHARGER OIL PRESSURE LINE. THE HOT GASSES BURNT A HOLE THROUGH THE OIL LINE AND THE SUBSEQUENT OIL SPRAY ENTERED ONTO THE EXHAUST COLLECTOR.

Brief of Accident (Continued)

File No. - 2705

7/13/86

SAN DIEGO, CA

A/C Reg. No. N195JB

Time (Lcl) - 0947 PDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. LUBRICATING SYSTEM, OIL LINE - BURNED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
3. ALTITUDE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2728 7/22/86 TRANQUILITY,CA A/C Reg. No. N4023S Time (Lcl) - 0403 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Fatal

Crew 1
Pass 0

Injuries

Serious Minor

0 0
0 0

None

0
0

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

Make/Model - AYRES S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - WRIGHT R-1820-97
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1100 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAN JOAQUIN,CA
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

WESTERN AG AV.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4950
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION OPERATION THE AIRCRAFT WAS OBSERVED TO HAVE MADE A PASS OVER THE FIELD, BEGAN TURNING TO MAKE ANOTHER PASS WHEN A LOUD POP WAS HEARD. JUST AFTER THE NOISE, WITNESSES OBSERVED THE AIRCRAFT SPIN AS THE TURN LIGHTS MOUNTED ON THE WINGS WERE OBSERVED TO ROTATE WITH THE AIRPLANE. NO PREIMPACT MECHANICAL MALFUNCTION/FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2728

7/22/86

TRANQUILITY,CA

A/C Reg. No. N4023S

Time (Lc1) - 0403 PDT

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

Finding(s)

1. UNDETERMINED
 2. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2681 7/26/86 YOSEMITE NATION,CA A/C Reg. No. N3643W Time (Lcl) - 1745 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier -PARADISE FLYING SERVICE	DESTROYED		Fatal	1	0	0
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass		2	3	0
Accident Occurred During -CRUISE						

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN ANDREAS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DEATH VALLEY,CA	LEE VINING
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 15000
SE LAND,ME LAND	Months Since - 10	Make/Model- 150
	Aircraft Type - C-172N	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 33
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER FLYING LOW OVER YOSEMITE NATIONAL PARK THE PIPER PA-32-260, OPERATING AS AN ON-DEMAND PASSENGER FLIGHT, CLIMBED EASTWARD INTO RISING TERRAIN. THE FLIGHT PATH SELECTED BY THE PILOT WAS APPROXIMATELY ONE MILE NORTH AND 1000 FEET HIGHER THAN TIOGA PASS (ELEVATION 9941) FEET). THE DENSITY ALTITUDE CALCULATED FOR THE ACCIDENT WAS 12,500 AND THE AIRCRAFT'S PUBLISHED SERVICE CEILING IS 12,800 FEET AT MAXIMUM GROSS WEIGHT. THE EMPENNAGE STRUCK A BOULDER AS THE AIRCRAFT CLIMBED UP A FIVE DEGREE UPSLOPING RIDGE THEN NOSED INTO THE GROUND. A POST CRASH FIRE DESTROYED THE CABIN AND ENGINE NACELLES.

Brief of Accident (Continued)

File No. - 2681

7/26/86

YOSEMITE NATION,CA

A/C Reg. No. N3643W

Time (Lc1) - 1745 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

----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. - 2757 7/27/86 YUCCA VALLEY, CA A/C Reg. No. N315W Time (Lcl) - 1207 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	-DESCENT	ON GROUND	Pass	0	0	0	0

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

Make/Model	- PLAYMATE SA-11A	Eng Make/Model	- LYCOMING O-290	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>YUCCA VALLEY, CA</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>YUCCA VALLEY</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3686/ 90</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 500</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PIC PLANNED A LOCAL FLIGHT IN HIS HOMEBUILT "PLAYMATE" EXPERIMENTAL ACFT. A WITNESS REPORTED OBSERVING THE ACFT 1/8 MI N OF THE UNCONTROLLED ARPT IN A SPIN. THE PLT RECOVERED FM THE SPIN AT 200 FT AGL, & THEN ENTERED A NEAR VERTICAL DESCENT UNTIL COLLIDING WITH TERRAIN. THERAPEUTIC LEVELS OF CODEINE AND MORPHINE WERE DETECTED DURING THE AUTOPSY. USAGE OF THESE COMPOUNDS IS DISQUALIFYING FOR FLYING AIRCRAFT.

Brief of Accident (Continued)

File No. - 2757

7/27/86

YUCCA VALLEY,CA

A/C Reg. No. N315W

Time (Lcl) - 1207 PDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
-

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

Finding(s)

3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2649

8/08/86

SHAFTER, CA

A/C Reg. No. N1185W

Time (Lcl) - 0815 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

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

Make/Model - BELL 47G-4A

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 2

Eng Make/Model - LYCOMING VO-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 305 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 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

OFF AIRPORT/STRIP

Airport Data

SHAFTER-MINTER FIELD

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - BELL 47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2438

Make/Model- 1438

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1438

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTING THE LOADING RIG, EN ROUTE TO AN AGRICULTURAL AERIAL APPLICATION OPERATION, THE FORWARD COUPLING TAIL ROTOR DRIVE SHAFT FAILED. THE HELICOPTER WAS ABOUT 10 FT ABOVE GROUND LEVEL AND ABOUT 100 FT WEST OF THE LOADING RIG. THE PILOT ATTEMPTED AN IMMEDIATE AUTOROTATION BUT COLLIDED WITH THE GROUND AND ROLLED OVER. EXAMINATION OF THE WRECKAGE DISCLOSED THE COUPLING SUSTAINED EXTREME HIGH TEMP DISTRESS DUE TO LACK OF LUBRICATION. THE HELICOPTER HAD FLOWN 178 HOURS SINCE THE LAST ANNUAL/100-HOUR INSPECTION. A 100-HOUR INSPECTION IS REQUIRED FOR THE OPERATION..

Brief of Accident (Continued)

File No. - 2649

8/08/86

SHAFTER, CA

A/C Reg. No. N1185W

Time (Lc1) - 0815 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - FAILURE, TOTAL
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - OVERTEMPERATURE
3. MAINTENANCE, LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
4. MAINTENANCE, 100 HOUR INSPECTION - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2631 8/19/86 WILMINGTON, CA

A/C Reg. No. N92252

Time (Lcl) - 2151 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

2

0

Minor

0

0

None

0

0

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 340/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
FULLERTON, CA
Destination
LONG BEACH, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 846

Make/Model- 200

Instrument- 80

Multi-Eng - 11

Last 24 Hrs - 1

Last 30 Days- 10

Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL NIGHT INSTRUCTIONAL FLT THE PLTS REPORTED THAT THE ENG BEGAN TO RUN VERY ROUGH AND EVENTUALLY QUIT WHEN POWER WAS REDUCED SLIGHTLY TO BEGIN THE DESCENT FOR THE DESTINATION ARPT. THE ACFT STRUCK POWER LINES, TWO SMALL BUILDINGS AND A BRICK WALL DURING THE NIGHT FORCED LANDING IN AN INDUSTRIAL AREA. EXAMINATION OF THE ENG REVEALED THAT THE NUMBER ONE CYLINDER EXHAUST VALVE ROCKER ARM SHAFT BOSS JOURNAL HAD FAILED. TESTS OF AN IDENTICAL ENG DUPLICATING THE BOSS JOURNAL FAILURE IN A TEST CELL REPLICATED THE ENG POWER LOSS AS DESCRIBED BY THE CREW. THE CYLINDER HAD BEEN CHANGED 27 HOURS PRIOR TO THE ACCIDENT. EVIDENCE INDICATED THAT THE ROCKER ARM SHAFT KEEPER BOLT HAD BEEN OVER TORQUED DURING THE OVERHAUL.

Brief of Accident (Continued)

File No. - 2631

8/19/86

WILMINGTON,CA

A/C Reg. No. N92252

Time (Lc1) - 2151 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - INOPERATIVE
2. ENGINE ASSEMBLY,OTHER - OVERTORQUE
3. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
4. DOCUMENTATION - IMPROPER - OTHER MAINTENANCE PSNL
5. (STANDARD/REQUIREMENT) - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

7. OBJECT - WIRE,TRANSMISSION
8. OBJECT - FENCE
9. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2627 8/23/86 PORTERVILLE, CA A/C Reg. No. N9023B Time (Lcl) - 1909 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

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

Fire
NONE

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

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

Make/Model - I.C.A. BRASOV IS-28M2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LEMBACH SL1700EI
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 68 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
PORTERVILLE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PORTERVILLE
Runway Ident - 30
Runway Lth/Wid - 6000/ 146
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 67

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs	- 1
Make/Model-	80	Last 30 Days-	30
Instrument-	UNK/NR	Last 90 Days-	60
Multi-Eng	- 1000	Rotorcraft	- 8000

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB, SHORTLY AFTER TAKEOFF, THE PILOT HEARD A LOUD WHIR THEN A BOOM SOUND. THE AIRCRAFT STARTED VIBRATING SO THE PILOT SHUT DOWN THE ENGINE. HAVING GAINED 200 TO 300 FEET OF ALT THE PILOT INITIATED A LEFT 180 DEG TURN TO ATTEMPT A FORCED LANDING ON THE RUNWAY. THE PILOT ROLLED THE ACFT WINGS LEVEL AND WAS FOUR TO SIX FEET AGL WHEN THE AIRCRAFT STALLED AND COLLIDED WITH THE RUNWAY. THE INVESTIGATION REVEALED ONE OF THE THREE WOODED PROPELLER BLADES HAD SEPARATED FROM THE HUB FOR UNDETERMINED REASONS.

Brief of Accident (Continued)

File No. - 2627

8/23/86

PORTERVILLE, CA

A/C Reg. No. N9023B

Time (Lc1) - 1909 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - RUNWAY

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2710 8/29/86 LOWER LAKE, CA A/C Reg. No. N3651S Time (Lcl) - 1905 PDT

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

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

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

Make/Model	- CESSNA 172E	Eng Make/Model	- CONTINENTAL O-300 SER	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	LOWER LAKE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 30
Lowest Sky/Clouds	Type of Clearance	- 2485/ 50
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- STRAIGHT-IN	- ASPHALT
Precipitation		Runway Status
Condition of Light		- DRY

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 3599
SE LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 4
		Last 30 Days	- 20
		Last 90 Days	- 53
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE DEPARTED ON A LOCAL SIGHT-SEEING FLIGHT AT LOWER LAKE, CALIFORNIA. A NONCURRENT COMMERCIAL PILOT WAS FLYING THE AIRPLANE; THE PIC, A CURRENT COMMERCIAL PILOT, WAS OCCUPYING THE RIGHT FRONT SEAT. THE AIRPLANE COLLIDED WITH SOME 12-FOOT HIGH MANZANITA BUSHES ABT 1/4 MILE SOUTHEAST OF THE RUNWAY THRESHOLD WHILE ON FINAL APPROACH TO RUNWAY 30. THE PILOT FLYING THE AIRPLANE REPORTED THAT THE PIC PULLED OFF THE POWER WHILE ON FINAL APPROACH AND THE AIRPLANE CRASHED; THE RIGHT REAR SEAT PASSENGER CONFIRMED THE PILOT'S STATEMENT. THE PIC REPORTED THAT HE WAS NOT THE PIC AND THAT HE DID NOT KNOW THE COMMERCIAL PILOT WAS NOT CURRENT. THE PIC OWNS THE AIRPLANE. THE PIC FURTHER REPORTED THAT WHEN ON FINAL APPROACH THE AIRPLANE WAS TOO LOW AND HE ADVISED THE PILOT ACCORDINGLY. HE THEN TOOK CONTROL OF THE AIRPLANE AND DURING THE INTERVAL THE AIRPLANE LOST 100 FEET OF ALTITUDE AND COLLIDED WITH THE HIGH MANZANITA BUSHES.

Brief of Accident (Continued)

File No. - 2710

8/29/86

LOWER LAKE, CA

A/C Reg. No. N3651S

Time (Lcl) - 1905 PDT

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

Finding(s)

1. SUPERVISION - POOR - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2685 8/31/86 SONORA, CA

A/C Reg. No. N69Z

Time (Lcl) - 0950 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PHILLIPS STEEN SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2150
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470 SERIES
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- UNK/NR
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
SONORA, CA
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

SONORA
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - 172

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

Total - 590	Last 24 Hrs - 2
Make/Model- 104	Last 30 Days- 15
Instrument- 4	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AN AMATEUR BUILT PHILLIPS STEEN SKYBOLT EXPERIENCED AN INFLIGHT FAILURE OF THE UPPER WING PANEL FABRIC WHICH LED TO A RAPID DESCENT AND SUBSEQUENT HARD LANDING IN A PARKING LOT. EXAMINATION OF THE WING PANEL REVEALED NO EVIDENCE OF GLUE OR BONDING MATERIAL HAVING EVER BEEN APPLIED TO THE FABRIC TO SECURE IT TO THE CENTER SECTION.

Brief of Accident (Continued)

File No. - 2685

8/31/86

SONORA, CA

A/C Reg. No. N69Z

Time (Lcl) - 0950 PDT

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

Occurrence #2 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)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2713 9/07/86 VISALIA, CA A/C Reg. No. N6650Y Time (Lcl) - 2030 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VISALIA
Runway Ident - 30
Runway Lth/Wid - 6556/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - A-36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 696 Last 24 Hrs - 1
Make/Model- 646 Last 30 Days- 4
Instrument- 62 Last 90 Days- 27
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE DEPARTED MONTEREY AIRPORT, MONTEREY, CA ON A VFR NIGHT FLIGHT. THE PLT ENTERED THE DOWNWIND LEG FOR RUNWAY 30 AND OBSERVED AN AIRPLANE DEPART ON THE RUNWAY AT WHAT SHE THOUGHT WAS ABOUT MIDFIELD. THE AIRPLANE HAD DEPARTED FROM THE RUNWAY THRESHOLD. WHILE ON FINAL APPROACH SHE REALIZED THAT SHE HAD MISTAKEN THE APPROACH LIGHTS FOR THE RUNWAY LIGHTS. SHE TURNED TO HER HUSBAND WHO WAS OCCUPYING A REAR SEAT AND STATED THAT SHE WAS IN TROUBLE. AT THIS TIME THE STALL WARNING HORN SOUNDED AND SHE THEN PUSHED THE AIRPLANE'S NOSE DOWNWARD. THE AIRPLANE ALMOST IMMEDIATELY COLLIDED WITH THE APPROACH LIGHTS AND CRASHED. THE PILOT REPORTED THAT THE AIRPLANE DID NOT SUSTAIN ANY PREIMACT MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 2713

9/07/86

VISALIA,CA

A/C Reg. No. N6650Y

Time (Lcl) - 2030 PDT

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

Finding(s)
1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2637 9/07/86 GONZALES,CA A/C Reg. No. N149HA Time (Lcl) - 0750 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 -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - HILLER UH 12E
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
GONZALES,CA
Destination
GONZALES,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 - HIGH VEGETATION

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7483 Last 24 Hrs - 14
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 389
Multi-Eng - 356 Rotorcraft - 4307

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

A LOSS OF POWER WAS EXPERIENCED AS THE ACFT DESCENDED INTO A FIELD AT THE BEGINNING OF AN AERIAL APPLICATION SPRAY RUN. THE PLT INITIATED A FORCED LANDING INTO THE FIELD. DURING THE LANDING THE RIGHT SKID DUG INTO THE FIELD, TIPPING THE HELICOPTER ONTO ITS RIGHT SIDE. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THERE WAS NO EVIDENCE OF FUEL IN THE ACFTS FUEL TANK. THE ACFT WAS REFUELED WITH 20 GALLONS OF FUEL AT THE BEGINNING OF THE SECOND SPRAY RUN. FUEL EXHAUSTION OCCURRED AT THE BEGINNING OF THE SIXTH SPRAY PASS.

Brief of Accident (Continued)

File No. - 2637

9/07/86

GONZALES,CA

A/C Reg. No. N149HA

Time (Lc1) - 0750 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2714 9/11/86 CARLSBAD, CA A/C Reg. No. N58323 Time (Lcl) - 1230 PDT

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

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

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 225 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	CARLSBAD, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PALOMAR
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 10.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- UNK/NR THIN BKN	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- WET
Precipitation	- NONE		HIGH VEGETATION
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 - 3000	Last 24 Hrs - 4
	Months Since - 5	Make/Model - 2500	Last 30 Days - 35
HELICOPTER	Aircraft Type - 269C	Instrument - 0	Last 90 Days - 75
			Rotorcraft - 3000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER DEPARTED PALOMAR AIRPORT (CRQ), CARLSBAD, CA, ON A LOCAL INSTRUCTIONAL FLIGHT AND WAS THE SECOND FLIGHT FOR THE DUAL STUDENT. AFTER COMPLETING THE FLIGHT LESSON THE STUDENT ASKED THE CFI TO DEMONSTRATE HOVERING. THE CFI INITIATED AN AUTOROTATION WITH A POWER-ON RECOVERY OVER BATIQUITOS LAGOON, A HIGH, BRUSH COVERED MARSHY SWAMP AREA. AFTER RECOVERING FROM THE AUTOROTATION THE INSTRUCTOR ATTEMPTED FORWARD FLIGHT AND THE SKIDS CONTACTED THE HIGH BRUSH. THE HELICOPTER PITCHED DOWNWARD AND AFT CYCLIC CONTROL COULD NOT ARREST THE DOWNWARD MOMENT. THE MAIN ROTOR BLADES CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2714

9/11/86

CARLSBAD, CA

A/C Reg. No. N58323

Time (Lc1) - 1230 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND
 3. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2709 9/11/86 LIKELY, CA A/C Reg. No. N8085W Time (Lcl) - 1820 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2175
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAN JOSE, 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
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, SE SEA

Age - 56

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7000	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 AIRPLANE DEPARTED SAN JOSE AIRPORT (SJC), SAN JOSE, CA ON A BUSINESS FLIGHT IN AN AREA NEAR LIKELY, CA. THE PILOT INTENTIONALLY LANDED ON AN OPEN DIRT AREA TO OBTAIN A SOIL SAMPLE. DURING THE LANDING ROLL-OUT THE AIRPLANE'S LEFT MAIN GEAR SEPARATED AFTER STRIKING A ROCK. THE LEFT WING WAS DAMAGED AFTER IT CONTACTED THE GROUND. THE PILOT DID NOT COMPLETE THE ACCIDENT REPORT BUT HE REPORTED THE CIRCUMSTANCES TO THE RENO, NV FAA FLT STANDARDS DISTRICT OFFICE; HE DID NOT REPORT ANY AIRPLANE MALFUNCTIONS OR FAILURES PRECEDING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2709

9/11/86

LIKELY,CA

A/C Reg. No. N8085W

Time (Lc1) - 1820 PDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

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

Finding(s)

4. LANDING GEAR,MAIN GEAR - SEPARATION
5. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2651 9/29/86 VISALIA, CA A/C Reg. No. N5385V Time (Lcl) - 0740 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Fatal

Crew 1
Pass 0

Injuries

Serious 0
Minor 0

None
0
0

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

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 2

Eng Make/Model - LYCOMING VO-540-9A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

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

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

Weather Data

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

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

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

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

Total - 19000
Make/Model- 6856
Instrument- 11
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 190
Rotorcraft - 7886

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING A 90 DEG/270 DEG COURSE REVERSAL TURN, THE PLT LOST CONTROL OF THE HELICOPTER WHICH COLLIDED WITH THE GROUND. GROUND WITNESSES REPORTED THAT THE PLT HAD COMPLETED SPRAYING A COTTON FIELD AND ADVISED THE GROUND FLAGGER THAT THE WINDS HAD CHANGED TO A DOWNWIND CONDITION. THE PLT THEN EXECUTED THE COURSE REVERSAL MANEUVER WHICH WAS DESCRIBED AS A "SLOW AIRSPEED, TIGHT RIGHT TURN, FOLLOWED BY A TIGHT LEFT TURN." THE HELICOPTER CRASHED DURING THE LEFT TURN AND WAS DESTROYED BY IMPACT FORCES AND POST-IMPACT FIRE. EXAMINATION OF THE HELICOPTER DISCLOSED NO EVIDENCE OF ANY PRE-EXISTING MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 2651

9/29/86 . VISALIA,CA

A/C Reg. No. N5385V

Time (Lc1) - 0740 PDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE,TURN CAPABILITY - EXCEEDED
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2712 10/04/86 SAN DIEGO, CA A/C Reg. No. N50RA Time (Lcl) - 1000 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	2
Accident Occurred During -LANDING					

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

Make/Model - WACO YKS-7	Eng Make/Model - JACOBS L4MB	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 245 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	SAN DIEGO, CA	MONTGOMERY
Wind Dir/Speed- CALM	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 - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - C-182	Make/Model- 47
		Last 30 Days- 40
		Instrument- UNK/NR
		Last 90 Days- 68
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED MONTGOMERY AIRPORT AT ABT 0954 HOURS. SHORTLY AFTER DEPARTING THE AIRPORT THE ENGINE BEGAN TO CUT-IN AND OUT. THE PLT CONTACTED GILLESPIE AIRPORT TOWER AND REQUESTED TO EXECUTE A PRECAUTIONARY LANDING AND ALMOST SIMULTANEOUSLY THE ENGINE SUSTAINED A TOTAL LOSS OF POWER. THE PLT ELECTED TO LAND ON A GOLF COURSE. DURING THE LANDING ROLL-OUT, THE ACFT COLLIDED WITH A SANDTRAP. THE POST ACCIDENT WRECKAGE EXAMINATION DSCLED THAT THE FUEL TANKS CONTAINED LESS THAN 9 OUNCES OF FUEL. THE PLT REPORTED THAT HE DID NOT VISUALLY CHECK THE FUEL TANKS DURING THE PREFLIGHT INSPECTION; HE NOTED THAT THE FUEL GAUGES INDICATED AMPLE FUEL FOR THE SHORT FLT TO BROWN FIELD, SAN DIEGO, CA. THE MASTER SWITCH WAS TURNED ON AT THE ACCIDENT SITE AND THE LEFT FUEL GAUGE INDICATED ABT 1/4 FULL; THE RIGHT FUEL GAUGE INDICATED ABT 1/2 FULL.

Brief of Accident (Continued)

File No. - 2712

10/04/86

SAN DIEGO, CA

A/C Reg. No. N50RA

Time (Lc1) - 1000 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SAND BAR

-----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. - 2688 10/15/86 DOS PALOS, CA A/C Reg. No. N8450V Time (Lcl) - 1300 PDT

-----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	0	0	1	0
Accident Occurred During	-APPROACH	NONE	Crew Pass	0	0	0

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

Make/Model	- ROCKWELL INTERNATIONAL S-2R	Eng Make/Model	- P&W R1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

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	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16975
SE LAND, ME LAND	Months Since - 18	Last 24 Hrs - 7
	Aircraft Type - C-185	Make/Model - 9500
		Last 30 Days - UNK/NR
		Instrument - 1510
		Last 90 Days - 300
		Multi-Eng - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING THE FIELD ON HIS LAST SPRAY APPLICATION, THE AIRCRAFT'S LEFT WING COLLIDED WITH AN ANTENNA GUY WIRE LOCATED ABOUT 100 FEET ABOVE THE GROUND. THE PILOT ATTEMPTED TO RETURN TO THE AIRSTRIP APRX FIVE MILES AWAY. HOWEVER, AS HE ENTERED INTO A RIGHT BANK ABOUT ONE MILE FROM THE AIRSTRIP THE AIRCRAFT WENT OUT OF CONTROL AND CRASHED INTO A PLOWED FIELD. NO GUY WIRE NOR ANY EVIDENCE OF IT WAS FOUND IN OR AROUND THE AIRCRAFT'S LEFT WING.

Brief of Accident (Continued)

File No. - 2688

10/15/86

DOS PALOS,CA

A/C Reg. No. N8450V

Time (Lcl) - 1300 PDT

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

Finding(s)

1. OBJECT - GUY WIRE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. FLIGHT CONTROL,AILERON - MOVEMENT RESTRICTED
5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2662 10/16/86 LOMPOC,CA A/C Reg. No. N3182V Time (Lc1) - 1015 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -PETROLEUM HELICOPTERS, IN	DESTROYED		Fatal	Serious
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass	1	2
Accident Occurred During -DESCENT				Minor
				0
				None
				0

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

Make/Model - BELL 206B-3	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 370 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GOLETA,CA	
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12080
SE LAND	Months Since - 4	Make/Model- 115
HELICOPTER	Aircraft Type - BH 206	Instrument- 119
		Last 24 Hrs - 2
		Last 30 Days- 52
		Last 90 Days- 106
		Rotorcraft - 11557

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELIPAD DECK AT THE STERN OF THE BARGE WAS COVERED WITH A LOOSELY SECURED ROPE NET AND WITNESSES REPORTED THAT AS THE HELICOPTER LIFTED UP TO A HOVER THE NET CAME UP "CAUGHT ON THE REAR OF THE LEFT SKID." THE ACFT WAS SEEN TO HOVER FOR A MOMENT WITH THE NET TANGLED IN THE LEFT SKID, THEN THE NET "SUDDENLY LET GO." THE ACFT WAS SEEN TO "PITCH NOSE UP" AND BANK VIOLENTLY LEFT INTO A CRANE AND A DAVIT BEFORE IT FELL OVERBOARD AND SANK. ACCORDING TO A SURVIVING PASSENGER SEATED NEXT TO THE PILOT, AFTER THE HELICOPTER HOVERED FOR A MOMENT THE PILOT LEANED OVER AND ASKED "ARE WE HUNG UP" JUST BEFORE THE HELICOPTER BANKED LEFT AND COLLIDED WITH THE STRUCTURES. BOTH OF THE HELICOPTER SKIDS AND OTHER WRECKAGE WAS FOUND CAUGHT ON THE DAVIT. EXAMINATION OF THE SKIDS REVEALED STRANDS OF THE ROPE MATERIAL CAUGHT IN BETWEEN THE BOLT HEAD AND SKID FLANGE FOR THE LEFT GROUND HANDLING BOLT.

Brief of Accident (Continued)

File No. - 2662

10/16/86

LOMPOC,CA

A/C Reg. No. N3182V

Time (Lc1) - 1015 PDT

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

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - MOVEMENT RESTRICTED
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
3. OTHER AIRPORT/RUNWAY MAINTENANCE - IMPROPER - AIRPORT PERSONNEL
4. FACILITY,INADEQUATE DESIGN(STANDARD/REQUIREMENT) - COMPANY/OPERATOR MGMT

Occurrence #2 ROLL OVER
Phase of Operation HOVER

Finding(s)

5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2760 10/30/86 SANTA BARBARA, CA A/C Reg. No. N137WW Time (Lcl) - 1935 PST

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

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries		
Name of Carrier - WINGS WEST AIRLINES, INC.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	1	2
Accident Occurred During - LANDING					None
					2
					9

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

Make/Model - FAIRCHILD SWEARINGEN SA-226TC	Eng Make/Model - GARRETT TPE331-10-VA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13230	Engine Type - TURBOPROP	
No. of Seats - 18	Rated Power - 840 HP	

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

Weather Data Wx Briefing - COMPANY Method - TELETYPE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 010/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point LOS ANGELES, CA Destination SANTA BARBARA, CA ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - VISUAL STRAIGHT-IN FULL STOP	Airport Proximity ON AIRPORT Airport Data SANTA BARBARA Runway Ident - 25 Runway Lth/Wid - 6049/ 150 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND, SE SEA	Age - 35 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - SA-226	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 10485 Make/Model- 2292 Instrument- 1489 Multi-Eng - 8806 Last 24 Hrs - 3 Last 30 Days- 83 Last 90 Days- 262
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A DARK NIGHT, IN CAVU WEATHER, THE CAPTAIN DIRECTED THE FIRST OFFICER (WHO WAS FLYING) TO DISARM THE LANDING GEAR WARNING HORN SYSTEM BY PULLING ITS CIRCUIT BREAKER. THE F/O COMPLIED & DID NOT CHALLENGE THE CAPTAIN. ON FINAL APPROACH THE F/O FAILED TO CHECK THAT HIS "GEAR DOWN" COMMAND WAS COMPLIED WITH & THE CAPTAIN FORGOT TO LOWER THE GEAR. AS THE ACFT SLID TO A STOP ON ITS BELLY THE RIGHT ENGINE'S 3 PROP BLADES FRAGMENTED & PUNCTURED THE PASSENGER COMPARTMENT. THE 2 PAX WHO WERE SEATED IN ROW 2 ABEAM THE BLADES' PLANE OF ROTATION WERE STRUCK BY FRAGMENTS & RECEIVED SERIOUS LEG & MINOR FACIAL LACERATIONS.

Brief of Accident (Continued)

File No. - 2760

10/30/86

SANTA BARBARA, CA

A/C Reg. No. N137WW

Time (Lcl) - 1935 PST

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

Finding(s)

1. WARNING SYSTEM(OTHER) - DISABLED
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. CHECKLIST - INATTENTIVE - COPILOT
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - COPILOT
5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
6. WHEELS UP LANDING - INADVERTENT - COPILOT
7. 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) 1,2,3,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2733 11/15/86 CORONA, CA

A/C Reg. No. N621SR

Time (Lcl) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2980
No. of Seats - 2

Eng Make/Model - LYCOMING R680-B4E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- 240/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHINO, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CORONA MUNIC.
Runway Ident - 25
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - B-727

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)
Total	4067
Make/Model-	677
Instrument-	1100
Multi-Eng -	2217
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	205

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF N621SR SAID THAT AS HE ENTERED THE PATTERN DOWNWIND HE SAW ONLY ONE LOW WING ACFT WHICH WAS JUST TURNING FINAL FOR RWY 25. ON SHORT FINAL THE PLT SAID HE NOTICED THE WING AND COCKPIT OF THE OTHER ACFT IN HIS LEFT SIDE PERIPHERAL VISION ONE SECOND PRIOR TO THE COLLISION. THE PLT OF N80579 SAID THAT HE ENTERED THE PATTERN BEHIND A PA28 ACFT, AND, AS HE TURNED FINAL, HE NOTICED THAT THE SPEED DIFFERENCE BETWEEN HIS ACFT AND THE PA28 WAS ERRODING THE SPACING TO THE POINT THAT HE ELECTED TO DO A 360 DEGREE TURN ON FINAL TO ALLOW THE PA28 TIME TO LAND. ON SHORT FINAL THE PLT FELT A VIOLENT JERK AND THEN SAW THE BOEING PROP CHEWING INTO HIS RIGHT WING. THE PLT OF N621SR SAID HE WAS MONITORING THE UNICOM, BUT DID NOT MAKE ANY POSITION REPORTS. THE PLT OF N80579 SAID HE MADE "5 OR 6" POSITION REPORTS, INCLUDING ONE DURING THE 360 TURN, BUT HEARD NONE FROM THE BOEING.

Brief of Accident (Continued)

File No. - 2733

11/15/86

CORONA, CA

A/C Reg. No. N621SR

Time (Lc1) - 1515 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
3. VISUAL SEPARATION - NOT IDENTIFIED - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
7. PLANNED APPROACH - IMPROPER - 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) 1,3,4,5,6,7

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

Brief of Accident

File No. - 2733 11/15/86 CORONA, CA A/C Reg. No. N80579 Time (Lcl) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - GLOBE GC-1A
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 1570
No. of Seats - 2

Eng Make/Model - CONT MOTOR C145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HEMET, CA
Destination
CORONA, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CORONA MUNI.
Runway Ident - 25
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL, MILITARY
SE LAND
HELICOPTER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4794	Last 24 Hrs	- 1
Make/Model	- 290	Last 30 Days	- 12
Instrument	- 65	Last 90 Days	- 31
Multi-Eng	- 63	Rotorcraft	- 4221

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT OF N621SR SAID THAT AS HE ENTERED THE PATTERN DOWNWIND HE SAW ONLY ONE LOW WING ACFT WHICH WAS JUST TURNING FINAL FOR RWY 25. ON SHORT FINAL THE PLT SAID HE NOTICED THE WING AND COCKPIT OF THE OTHER ACFT IN HIS LEFT SIDE PERIPHERAL VISION ONE SECOND PRIOR TO THE COLLISION. THE PLT OF N80579 SAID THAT HE ENTERED THE PATTERN BEHIND A PA28 ACFT, AND, AS HE TURNED FINAL, HE NOTICED THAT THE SPEED DIFFERENCE BETWEEN HIS ACFT AND THE PA28 WAS ERRODING THE SPACING TO THE POINT THAT HE ELECTED TO DO A 360 DEGRE TURN ON FINAL TO ALLOW THE PA28 TIME TO LAND. ON SHORT FINAL THE PLT FELT A VIOLENT JERK AND THEN SAW THE BOEING PROP CHEWING INTO HIS RIGHT WING. THE PLT OF N621SR SAID HE WAS MONITORING THE UNICOM, BUT DID NOT MAKE ANY POSITION REPORTS. THE PLT OF N80579 SAID HE MADE "5 OR 6" POSITION REPORTS, INCLUDING ONE DURING THE 360 TURN, BUT HEARD NONE FROM THE BOEING.

Brief of Accident (Continued)

File No. - 2733

11/15/86

CORONA, CA

A/C Reg. No. N80579

Time (Lcl) - 1515 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TRAFFIC ADVISORY - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 6. PLANNED APPROACH - IMPROPER - PILOT OF OTHER AIRCRAFT
 7. 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) 2,3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2729 11/17/86 LAKE ISABELLA, CA A/C Reg. No. N18235 Time (Lcl) - 1240 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERNVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LANCASTER, CA	KERN VALLEY
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 141
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 6
		Instrument- 2
		Last 30 Days- 4
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED THE KERN VALLEY AIRPORT, KERNVILLE, CALIFORNIA, ON A DIRECT CROSS-COUNTRY ROUTE TO ITS HOME BASE AT GENERAL WILLIAM J. FOX AIRFIELD, LANCASTER, CALIFORNIA. THE FLIGHT ROUTE WAS OVER MOUNTAINOUS TERRAIN THAT WAS OBSCURED BY CLOUDS. A FLIGHT PLAN WAS NOT FILED AND THE CREW DID NOT RECEIVE A WEATHER BRIEFING. A PILOT WHO DEPARTED KERN VALLEY AIRPORT APPROXIMATELY 30 MINUTES AFTER THE ACCIDENT AIRCRAFT AND FLEW BY GENERAL FOX AIRFIELD STATED THE CEILING WAS AT 5500 TO 6500 FEET MSL AND HE ELECTED TO MAINTAIN VISUAL CONTACT WITH THE GROUND BY FLYING OVER VALLEYS THUS CIRCUMNAVIGATING THE HIGHER TERRAIN. WHEN THE PILOTS DID NOT REPORT FOR WORK FOR THE AFTERNOON SHIFT ON NOVEMBER 17, 1986 FRIENDS REPORTED THEM OVERDUE TO THE FAA FLIGHT SERVICE STATION. DUE TO THE LOW CEILINGS ALONG THE AIRCRAFT'S ASSUMED FLIGHT ROUTE AND AERIAL SEARCH COULD NOT BE CONDUCTED. THE GROUND SEARCH RESCUE CREW LOCATED THE AIRCRAFT'S WRECKAGE AT APPROXIMATELY, 1450 PDT.

Brief of Accident (Continued)

File No. - 2729

11/17/86

LAKE ISABELLA, CA

A/C Reg. No. N18235

Time (Lc1) - 1240 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. WEATHER CONDITION - OBSCURATION
6. WEATHER CONDITION - TURBULENCE

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2711 11/25/86 HALF MOON BAY, CA A/C Reg. No. N76EV Time (Lcl) - 1345 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

1

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320 SERIES

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- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MODESTO, CA

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

HALF MOON BAY

Runway Ident - 30

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500 Last 24 Hrs - 1

Make/Model- 1825 Last 30 Days- 21

Instrument- 0 Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE DEPARTED MODESTO AIRPORT (MOD), MODESTO, CALIFORNIA, ON A V.F.R. PLEASURE FLIGHT TO HALF MOON BAY AIRPORT (HAF), HALF MOON BAY, CA. THE FLT TO HAF WAS UNEVENTFUL. THE PLT NEGOTIATED A TRAFFIC PATTERN TO RUNWAY 30. DURING THE LANDING ROLL-OUT THE PLT REPORTED THE AIRPLANE'S LEFT WING BEGAN TO RISE AND HE IMMEDIATELY ADDED POWER AND LEFT AILERON, BUT TO NO AVAIL. THE AIRPLANE'S RIGHT WING CONTACTED THE GROUND AND THE AIRPLANE GROUND LOOPED TO THE RIGHT. THE PILOT ALSO STATED THAT THE SURFACE WINDS WERE CALM AND THE FLIGHT CONTROLS OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2711

11/25/86

HALF MOON BAY, CA

A/C Reg. No. N76EV

Time (Lc1) - 1345 PST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2762 11/26/86 BAKERSFIELD, CA A/C Reg. No. N6750L Time (Lcl) - 1614 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-UB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 270/004 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
BAKERSFIELD, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEADOWS FIELD
Runway Ident - 30R
Runway Lth/Wid - 9100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4940	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ON AN INSTRUCTIONAL FLT, THE STUDENT PLT & INSTRUCTOR (CFI) MADE AN ILS LOW APCH TO RWY 30R. DRG A GO-ARND (MISSED APCH) A TWR CTLR OBSVD A "LIGHT TRACE OF SMOKE" EMANATING FM THE ENG EXHAUST. SHORTLY THEREAFTER, THE ACFT "BANKED HARD TO THE LEFT AND APPEARED TO STALL." SUBSEQUENTLY, IT IMPACTED THE GND IN APRX A 20 DEG NOSE DWN, SLIGHTLY LEFT WING LOW, ATTITUDE. IMPACT OCCURRED APRX 1000' SE FM THE DEP END OF RWY 30R. THE FUSELAGE & INBRD WING SECTIONS WERE BADLY BURNED. MINIMAL ROTATIONAL DMG WAS FND ON THE PROP/PROP SPINNER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG AN EXAM OF THE WRECKAGE. HOWEVER, THE 3 PSN, AUX FUEL BOOST PUMP SW (INSTALLED IAW AD 87-08-05 & BEECH SB 2033) WAS FND IN THE HI BOOST PSN. THE RESPECTIVE FUEL TRUCK HAD BEEN DRAINED FOR MAINT BFR SAMPLES COULD BE OBTAINED. MAINT PSNL NOTED PARTICULATE IN THE FUEL, BUT NONE WAS FND IN THE ACFT FUEL SCREENS. AFTER MINOR REPAIRS, THE ENG STARTED & OPERD NORMALLY. THE FLT MANUAL PROHIBITS USE OF HI BOOST, EXCEPT WHEN THE ENG DRIVEN PUMP FAILS AS EVIDENCED BY ZERO FUEL FLOW.

Brief of Accident (Continued)

File No. - 2762

11/26/86

BAKERSFIELD,CA

A/C Reg. No. N6750L

Time (Lcl) - 1614 PST

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

Finding(s)

1. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
 3. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER -
-

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

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2737 11/28/86 SANTA PAULA, CA A/C Reg. No. N2371E Time (Lcl) - 1025 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew
Pass
Other

Fatal
0
0
0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

1

2

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

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

Eng Make/Model - LYCOMING O-320-A2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PACOIMA, CA
Destination
SANTA PAULA, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANTA PAULA
Runway Ident - N/A
Runway Lth/Wid - 2650/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 292
Make/Model- 32
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172 & A DEHAVILLAND GIPSY MOTH COLLIDED AT 150 FT. AGL WHILE ON SHORT FINAL APPROACH TO THE UNCONTROLLED ARPT. ON BASE LEG THE PLT FLYING THE MOTH FAILED TO OBSERVE & YIELD THE RIGHT OF WAY TO THE CESSNA WHICH WAS ALREADY ESTABLISHED ON THE FINAL APPROACH COURSE. THE MOTH'S PLT TURNED ON TO FINAL APPROACH SLIGHTLY IN FRONT OF & ABOVE THE CESSNA. BETWEEN 5 - 10 SEC. LATER THE MOTH'S PROPELLER SLICED INTO & PARTIALLY SEVERED AN OUTBOARD PORTION OF THE CESSNA'S RIGHT WING. THE CESSNA PLT HAD BROADCAST HIS POSITION WHILE IN THE DOWNWIND, BASE & FINAL APPROACH LEGS OF THE LEFT-HAND TRAFFIC PATTERN. HOWEVER, THE ARPT HAD A PUBLISHED RIGHT-HAND PATTERN. THE MOTH WAS NOT EQUIPPED WITH A COMMUNICATION RADIO.

Brief of Accident (Continued)

File No. - 2737

11/28/86

SANTA PAULA, CA

A/C Reg. No. N2371E

Time (Lc1) - 1025 PST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

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

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. - 2737 11/28/86 SANTA PAULA, CA A/C Reg. No. N1510V Time (Lcl) - 1025 PST

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

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

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

Make/Model	- DEHAVILLAND GIPSY MOTH DH.60G	Eng Make/Model	- DEHAVILLAND GIPSY 2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1685	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 105 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SANTA PAULA, CA</p> <p>Destination</p> <p style="padding-left: 20px;">SANTA PAULA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">SANTA PAULA</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 2650/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 19</p> <p style="padding-left: 20px;">Aircraft Type - GIPSY</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 8700</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 131</td> <td>Last 30 Days- 1</td> </tr> <tr> <td>Instrument- 850</td> <td>Last 90 Days- 2</td> </tr> <tr> <td>Multi-Eng - 500</td> <td>Rotorcraft - 5</td> </tr> </table>	Total - 8700	Last 24 Hrs - UNK/NR	Make/Model- 131	Last 30 Days- 1	Instrument- 850	Last 90 Days- 2	Multi-Eng - 500	Rotorcraft - 5
Total - 8700	Last 24 Hrs - UNK/NR									
Make/Model- 131	Last 30 Days- 1									
Instrument- 850	Last 90 Days- 2									
Multi-Eng - 500	Rotorcraft - 5									

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172 & A DEHAVILLAND GIPSY MOTH COLLIDED AT 150 FT. AGL WHILE ON SHORT FINAL APPROACH TO THE UNCONTROLLED ARPT. ON BASE LEG THE PLT FLYING THE MOTH FAILED TO OBSERVE & YIELD THE RIGHT OF WAY TO THE CESSNA WHICH WAS ALREADY ESTABLISHED ON THE FINAL APPROACH COURSE. THE MOTH'S PLT TURNED ON TO FINAL APPROACH SLIGHTLY IN FRONT OF & ABOVE THE CESSNA. BETWEEN 5 - 10 SEC. LATER THE MOTH'S PROPELLER SLICED IN TO & PARTIALLY SEVERED AN OUTBOARD PORTION OF THE CESSNA'S RIGHT WING. THE CESSNA PLT HAD BROADCAST HIS POSITION WHILE IN THE DOWNWIND, BASE & FINAL APPROACH LEGS OF THE LEFT-HAND TRAFFIC PATTERN. HOWEVER, THE ARPT HAD A PUBLISHED RIGHT-HAND PATTERN. THE MOTH WAS NOT EQUIPPED WITH A COMMUNICATION RADIO.

Brief of Accident (Continued)

File No. - 2737

11/28/86

SANTA PAULA, CA

A/C Reg. No. N1510V

Time (Lcl) - 1025 PST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMM/NAV EQUIPMENT, VHF RECEIVER -
2. COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. PROCEDURE INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2735 12/17/86 GARDENA, CA A/C Reg. No. N112DM Time (Lcl) - 1800 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew

Pass

Other

0

0

1

Injuries

Serious

0

0

1

Minor

1

0

0

None

0

0

0

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

Make/Model - ROCKWELL INTERNATIONAL 112TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1A6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HAWTHORNE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAWTHORNE MUNI
Runway Ident - 25
Runway Lth/Wid - 4956/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

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

Total - 318 Last 24 Hrs - UNK/NR
Make/Model- 15 Last 30 Days- 5
Instrument- 95 Last 90 Days- 18
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO RETURN AND LAND AT HIS HOME AIRPORT WHEN THE AIRCRAFT'S LANDING GEAR FAILED TO RETRACT AFTER A NIGHT TAKEOFF. AFTER REENTERING THE TRAFFIC PATTERN THE PILOT CHANGED HIS FUEL SELECTOR TO THE LEFT TANK FOR LANDING. AS THE AIRCRAFT TURNED ONTO THE FINAL APPROACH THE ENGINE FAILED WHILE THE AIRCRAFT WAS OVER A DENSELY POPULATED AREA AND THE PILOT EXECUTED A FORCED LANDING TO A STREET. THE AIRCRAFT STRUCK A PEDESTRAIN AND AN AUTOMOBILE AS IT LANDED ON THE STREET.

Brief of Accident (Continued)

File No. - 2735

12/17/86

GARDENA, CA

A/C Reg. No. N112DM

Time (Lcl) - 1800 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - OTHER PERSON
4. OBJECT - VEHICLE

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

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

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

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. - 2601 8/04/86 BROOKLYN,CT A/C Reg. No. N6581D Time (Lcl) - 1010 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
1
0

Injuries

Serious Minor
0 0
0 0

None
0
0

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

Make/Model - GRUMMAN TBM-3E
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 18000
No. of Seats - 1

Eng Make/Model - WRIGHT R2600-20
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1700 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DANIELSON,CT
Destination
CALVERTON,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 9948
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-----

THE ACFT WAS BEING FLOWN TO THE OWNER'S RESIDENCE WHEN THE ACCIDENT OCCURRED. SHORTLY AFTER TAKEOFF BLACK AND WHITE SMOKE WAS OBSERVED EMITTING FROM THE ENG COWLING AND THE ENG WAS HEARD SPUTTERING. ACCORDING TO WITNESSES, THE ACFT LEVELED OFF AT AN ALT OF APRX 250-400 FT AGL AND BEGAN A LEFT TURN BACK TOWARD THE ARPT. A WITNESS STATED THE ACFT THEN ROLLED INVERTED AND DESCENDED TO IMPACT WITH THE TERRAIN. POST ACCIDENT INSPECTION OF THE WRECKAGE REVEALED THE #8 AND #10 PISTON HEADS EACH HAD A HOLE BURNED THROUGH THEM. PISTON #1, #13, #14, #2, AND #3 ALSO SHOWED SIGNS OF HEAT DAMAGE. THE LAST ANNUAL INSPECTION WAS PERFORMED ON SEPTEMBER 7, 1983. THE ACFT HAD BEEN ISSUED A FERRY PERMIT FOR THIS FLT.

Brief of Accident (Continued)

File No. - 2601

8/04/86

BROOKLYN,CT

A/C Reg. No. N6581D

Time (Lc1) - 1010 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,PISTON - BURNED
-

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2742 12/31/86 JASPER, FL

A/C Reg. No. N5498A

Time (Lc1) - 2244 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 020/015 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HUNTSVILLE, AL
Destination
ORLANDO, FL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
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 - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - T210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1025
Make/Model - 500
Instrument - 187
Multi-Eng - 4
Last 24 Hrs - 4
Last 30 Days - 14
Last 90 Days - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG FLT IN AN AREA OF IFR CONDITIONS & RAIN SHOWERS, THE PLT REQD & RECD CLNC TO DSCND FROM 9000' TO 7000'. LATER, HE RECD CLNC FOR FURTHER DSCNT TO 5000'. AFTER A FREQ CHG AT 2237 EST, THE PLT INQUIRED ABOUT RADAR INDCNS OF ADVERSE WX AHEAD. THE CTLR ADZD THAT THERE WAS SOME PRECIP IN THE AREA (NR GAINESVILLE) BUT THAT HIS ROUTE OF FLT LOOKED "PRETTY GOOD." AS THE ACFT CONTD, ITS ALT VARIED FM 4900' TO 5100' (AS INDCD BY THE MODE C TRANPONDER RETURN). AT 2242:53, THE MODE C REPLY INDCD 5100'; 12 SEC LATER, IT INDCD 5600'; AFTER ANOTHER 12 SEC, THE ALT REPLY HAD DECREASED TO 4300'; THEN RADAR & RADIO CONTACT WERE LOST. AN AIR SEARCH WAS DELAYED DUE TO STRONG WIND & RAIN. THE WRECKAGE WAS FND ON 1/1/87 IN THE AREA WHERE RADAR CONTACT WAS LOST. THERE WAS EVIDENCE OF AN IN-FLT BREAK-UP. THE OUTBOARD PORTIONS OF THE HORIZONTAL STABILIZERS & WINGS HAD SEPD IN FLT. AN EXAM REVEALED THEY HAD SEPD DOWNWARD FM OVERLOAD FAILURE. PERSONS NR THE CRASH SITE RPRTD HVY RAIN & WIND WITH SOME LIGHTNING & THUNDER AT THE TIME OF THE ACDNT.

Brief of Accident (Continued)

File No. - 2742

12/31/86

JASPER, FL

A/C Reg. No. N5498A

Time (Lcl) - 2244 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE - NORMAL

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

6. LEVEL OFF - ATTEMPTED -
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. HORIZONTAL STABILIZER SURFACE - OVERLOAD
9. HORIZONTAL STABILIZER SURFACE - SEPARATION
10. WING - OVERLOAD
11. WING - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2665 3/03/86 HONOLULU, HI A/C Reg. No. N4729U Time (Lcl) - 1906 HST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	0	Serious	Injuries
Accident Occurred During	-CRUISE		Pass	0	2	Minor	None
						5	10
						2	321

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

Make/Model	- BOEING 747-122	Eng Make/Model	- P&W JT9D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 734000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- IN PERSON		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 270/013 KTS	Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 57	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 19086	Last 24 Hrs - 9
ME LAND	Months Since - UNK/NR	Make/Model - 323	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 SCHEDULED PASSENGER FLIGHT FROM HONOLULU TO CHICAGO ENCOUNTERED CLEAR AIR TURBULENCE (CAT) ABOUT 500 NM EAST OF HONOLULU WHILE IN CRUISE FLIGHT AT FLIGHT LEVEL 330. THE TURBULENCE WAS UNEXPECTED, HAD NOT BEEN FORECAST, AND THE FASTEN SEAT BELT WAS NOT ILLUMINATED. TWO PASSENGERS WERE SERIOUSLY INJURED DURING THE TURBULENCE ENCOUNTER. THE FLIGHT THEN CONTINUED TO THE DESTINATION AIRPORT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2665

3/03/86

HONOLULU, HI

A/C Reg. No. N4729U

Time (Lcl) - 1906 HST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE - NORMAL

----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. - 2734 3/20/86 MAUNALOHA, HI A/C Reg. No. N144FP Time (Lcl) - 1442 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	1	Serious	Minor		
Flight Conducted Under -14 CFR 135	NONE	0	0	0	0	0
Accident Occurred During -UNKNOWN		0	0	0	0	0

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

Make/Model - CESSNA U206C	Eng Make/Model - CONTINENTAL IO-520F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KAHULUI, HI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HONOLULU, HI	Runway Ident - N/A
Wind Dir/Speed- 005/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	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 - 9	Last 24 Hrs - 20
	Aircraft Type - C-206	Make/Model- 830
		Last 30 Days- 40
		Instrument- UNK/NR
		Last 90 Days- 80
		Rotorcraft - UNK/NR
		Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN INTER-ISLAND CARGO FLIGHT CONDUCTED UNDER 14 CFR 135, THE PILOT REPORTED TO THE HONOLULU ARTCC THAT THE AIRPLANE WAS EXPERIENCING A LOSS OF PROPELLER RPM; HE DID NOT REPORT THAT THE ENGINE WAS LOSING POWER. THE AIRPLANE CRASHED INTO THE PACIFIC OCEAN SHORTLY THEREFORE. NEITHER THE AIRPLANE NOR THE PILOT WAS RECOVERED AFTER A 2-DAY SEARCH. THE PROPELLER WAS RECENTLY OVERHAULED AND INSTALLED ON THE AIRPLANE. THE PROPELLER HAD ACCRUED ABOUT 10 HOURS SINCE OVERHAUL AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2734

3/20/86

MAUNALOA, HI

A/C Reg. No. N144FP

Time (Lcl) - 1442 HST

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

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

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

Brief of Accident

File No. - 2678 8/10/86 GRANGEVILLE, ID A/C Reg. No. N6267M Time (Lcl) - 1000 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SLATE CREEK, ID
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

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

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	4286
Make/Model-	55
Instrument-	289
Multi-Eng -	1506
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	8
Rotorcraft -	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PASSENGER IN THE ACFT REPORTED THE PLT MADE MORE THAN ONE PASS OVER "A SALT LICK", EACH TIME COMING CLOSER AND CLOSER TO THE TREES. ON THE LAST PASS THE ACFT "JUST FELL OUT OF THE SKY", HIT THE TREES, AND LANDED UPSIDE DOWN. FIRE BROKE OUT ALMOST IMMEDIATELY WHILE THE TWO PASSENGERS AND PLT WERE STILL IN THE BURNING ACFT. THE PLT AND TWO PASSENGERS ALL RECEIVED SEVERE BURNS BEFORE GETTING OUT. THE ACFT WAS DESTROYED. ONE BURN VICTIM LATER DIED.

Brief of Accident (Continued)

File No. - 2678

8/10/86

GRANGEVILLE, ID

A/C Reg. No. N6267M

Time (Lcl) - 1000 MDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2698 4/08/86 CHICAGO, IL A/C Reg. No. N9054U Time (Lcl) - 1319 CST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -UNITED AIRLINES	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew 0	0	0	5
Flight Conducted Under -14 CFR 121	ON GROUND	Pass 0	0	1	108
Accident Occurred During -LANDING					

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

Make/Model - BOEING 737-222	Eng Make/Model - P&W JT8D-9	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 100800	Engine Type - TURBOJET	
No. of Seats - UNK/NR	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	OMAHA, NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHICAGO-O'HARE INT'L
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7416/ 150
Lowest Sky/Clouds - 3500 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
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)
ATP	Current - YES	Total - 11400
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - 737	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 LEFT MAIN LANDING GEAR COLLAPSED MOMENTS AFTER TOUCHDOWN. WINDS AS REPORTED BY THE TWR WERE FROM 350 DEGS AT 19 KTS GUSTING TO 29 KTS. THE CAPTAIN AND COPILOT REPORTED THE TOUCHDOWN WAS NORMAL. THE 3 FLIGHT ATTENDANTS SAID THE AIRCRAFT LANDED HARD AND STARTED SHAKING VERY BADLY. THE FLIGHT ATTENDANTS ALSO REPORTED THAT THE PREVIOUS 2 LANDINGS HAD BROUGHT A GREAT DEAL OF VIBRATING/SHAKING TO THE AIRCRAFT. THE LEFT MAIN LANDING GEAR TEE BOLT WAS FOUND SEPARATED. METALLURGICAL EXAMINATION OF THE TEE BOLT SHOWED THE FRACTURE EMANATED FROM A SHALLOW PREEXISTING CRACK IN THE DRAG BRACE BEARING SURFACE RADIUS THAT THE METALLURGIST FOUND TO BE SHARPER THAN DESIRED. THE COLLAPSE OF THE LANDING GEAR IS CONSIDERED RELATED TO THE FRACTURED TEE BOLT. THE SAFETY BOARD IS UNABLE TO DETERMINE WHETHER OTHER EVENTS, CIRCUMSTANCES OR CONDITIONS WERE PRESENT THAT CONTRIBUTED TO THE TEE BOLT FAILURE IN THIS INSTANCE. THE OPERATOR HAS AMENDED THEIR REPAIR SPECIFICATIONS FOR THE TEE BOLTS.

Brief of Accident (Continued)

File No. - 2698

4/08/86

CHICAGO,IL

A/C Reg. No. N9054U

Time (Lc1) - 1319 CST

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

Finding(s)

1. LANDING GEAR,MAIN GEAR - FATIGUE
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2614 7/04/86 AURORA, IL A/C Reg. No. N4976X Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor

1 0
0 0

None

0
0

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

Make/Model - EIPPER MXII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 750
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 46 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- 210/015 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
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)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total - 286 Last 24 Hrs - UNK/NR
Make/Model- 163 Last 30 Days- 8
Instrument- 4 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE ULTRALIGHT EXPERIENCED AN INADVERTENT DEPLOYMENT OF THE DRAG CHUTE ACCOMPANIED BY A FAILURE OF THE DRAG CHUTE TO INFLATE. THIS RESULTED IN AN UNCONTROLLED DESCENT AND SUBSEQUENT IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2614

7/04/86

AURORA,IL

A/C Reg. No. N4976X

Time (Lcl) - 1530 CDT

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

Finding(s)

1. MISC EQPT/FURNISHINGS - DEPLOYED INADVERTENTLY
 2. MISC EQPT/FURNISHINGS - FAILURE, TOTAL
-

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

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. - 2682 8/03/86 PEORIA, IL A/C Reg. No. N40761 Time (Lcl) - 1700 CDT

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

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

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

Make/Model	- PIPER J-3	Eng Make/Model	- CONTINENTAL C-90	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 90 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	PEORIA, IL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	MT. HAWLEY	
Wind Dir/Speed	- 280/009 KTS	ATC/Airspace	Runway Ident	- 35
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid	- 2812/ 60
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 11160	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 10	Make/Model - 110	Last 30 Days - UNK/NR
	Aircraft Type - AC-69	Instrument - 1108	Last 90 Days - 100
		Multi-Eng - 8018	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT STALLED ON TAKEOFF, CONTROL WAS LOST AND THE ACFT DESCENDED TO IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2682

8/03/86

PEORIA, IL

A/C Reg. No. N40761

Time (Lc1) - 1700 CDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL
-

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

Brief of Accident

File No. - 2722 8/28/86 PLAINFIELD, IL A/C Reg. No. N45FC Time (Lcl) - 1705 CDT

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

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

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

Make/Model - FRILING/COTHERN LONGEZE	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1425	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KAISER LAKE, MO	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	PLAINFIELD, IL	CLOW INTL.
Wind Dir/Speed- 030/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3370/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 11	Make/Model- 83
	Aircraft Type - LONGEZE	Instrument- 0
		Last 24 Hrs - 20
		Last 30 Days- UNK/NR
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A STEEP RIGHT BANK WHILE ENTERING THE DOWNWIND LEG ON APPROACH TO LAND WHEN THE ENGINE QUIT AND THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD SHORT OF THE RUNWAY. UPON EXAMINATION OF THE FUEL SYSTEM THERE WAS A LACK OF FUEL IN THE LINES BETWEEN THE IN-LINE FUEL FILTER, ELECTRIC FUEL PUMP, ENGINE DRIVEN FUEL PUMP AND CARBURETOR. THE FUEL SYSTEM WAS PURGED OF AIR BY LOOSENING THE FUEL LINE AT THE CARBURETOR AND HAND CRANKING THE ENGINE. THE ENGINE WAS THEN STARTED AND RAN SATISFACTORILY. THE BUILDER OF THE EXPERIMENTAL AIRCRAFT STATED THAT IT HAD BEEN HIS EXPERIENCE THAT DURING A STEEP BANKED RIGHT OR LEFT TURN THE FUEL WILL PULL AWAY FROM THE FUEL SUMP OUTLET OF THE ENGINE, ALLOWING AIR TO ENTER THE FUEL LINES.

Brief of Accident (Continued)

File No. - 2722

8/28/86

PLAINFIELD, IL

A/C Reg. No. N45FC

Time (Lc1) - 1705 CDT

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

Finding(s)

1. FUEL SYSTEM - STARVATION
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2611 9/14/86 PRINCETON, IL A/C Reg. No. N21VE Time (Lc1) - 0951 CDT

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

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

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

Make/Model	- MURPHY LONG-EZE	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 135 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	MUSKEGON, MI	
Completeness	Destination	Airport Data
Basic Weather	PRINCETON, IL	PRINCETON
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 36
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 2500/ 300
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- TRAFFIC PATTERN	Runway Status
	FULL STOP	- DRY

-----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 - 1135	Last 24 Hrs - 8
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model - 25	Last 30 Days - 25
	Aircraft Type - C-172	Instrument - 45	Last 90 Days - 25
		Multi-Eng - 930	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE HELD THE AIRCRAFT IN A CRABBED ATTITUDE THROUGHOUT THE TOUCHDOWN PHASE OF LANDING TO COMPENSATE FOR A CROSSWIND CONDITION. ON TOUCHDOWN THE NOSE AND MAIN LANDING GEAR COLLAPSED AND THE AIRCRAFT SLID ON ITS BELLY FOR APPROXIMATELY 330 FEET AND CAME TO A STOP.

Brief of Accident (Continued)

File No. - 2611

9/14/86

PRINCETON,IL

A/C Reg. No. N21VE

Time (Lc1) - 0951 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 2,3

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. - 2753 9/28/86 CHICAGO, IL A/C Reg. No. N101VE Time (Lcl) - 2254 CDT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage		Injuries		
Name of Carrier -VIKING EXPRESS, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - BEECH E18S	Eng Make/Model - P&W 985-AN14B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 10100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHICAGO,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	COVINGTON,KY	MIDWAY
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6400
SE LAND,ME LAND	Months Since - 3	Make/Model- 2059
	Aircraft Type - B-18	Instrument- 562
		Multi-Eng - 4500
		Last 24 Hrs - UNK/NR
		Last 30 Days- 75
		Last 90 Days- 275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD DEPARTED ON RNWY 13. HE WAS THEN DIRECTED TO CLIMB TO 6000 FT. THIRTY SECONDS LATER HE ADVISED HE HAD ENG TROUBLE AND WAS RETURNING TO THE ARPT. SHORTLY THEREAFTER HE ADVISED HE COULD NOT MAINTAIN ALT. THE ACFT, ONE MILE SE OF THE ARPT, STRUCK THE ROOFS OF TWO FAMILY TYPE RESIDENCES. THEN STRUCK TWO GARAGES, GROUND IMPACTED AND STRUCK THE REAR AREA OF A THIRD RESIDENCE. AN INTENSE FIRE FOLLOWED. LEFT ENG HAD IMPELLER FAILURE. PROP WAS PITCHED BETWEEN LOW AND HIGH RPM.

Brief of Accident (Continued)

File No. - 2753

9/28/86

CHICAGO, IL

A/C Reg. No. N101VE

Time (Lc1) - 2254 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL
2. LUBRICATING SYSTEM - LACK OF

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - INCORRECT
4. PROPELLER FEATHERING - ATTEMPTED - PILOT IN COMMAND
5. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - MOVEMENT RESTRICTED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - RESIDENCE

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2653 10/09/86 CRESTWOOD, IL A/C Reg. No. N6955Y Time (Lcl) - 0420 CDT

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HOWELL</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 3500/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) UNK/NR</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-----

THE AIRCRAFT WAS FLOWN WITHOUT AUTHORIZATION FROM THE OWNER BY UNKNOWN PERSON(S). UPON LANDING, DIRECTIONAL CONTROL WAS LOST. THE AIRCRAFT SKIDDED OFF THE RUNWAY INTO AN AIRCRAFT TIE-DOWN AREA AND COLLIDED WITH A PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 2653

10/09/86

CRESTWOOD,IL

A/C Reg. No. N6955Y

Time (Lc1) - 0420 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2622 10/23/86 CHICAGO, IL A/C Reg. No. N7305R Time (Lcl) - 1303 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	Fire	0	0	1	0
Accident Occurred During	-DESCENT	NONE	0	1	1	0
		Crew				
		Pass				

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

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/006 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 2300 FT</p> <p>Lowest Ceiling - 2300 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>JEFFERSON CITY, MO</p> <p>Destination</p> <p>CHICAGO, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MIDWAY</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - B-58</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1511</p> <p>Make/Model- 77</p> <p>Instrument- 196</p> <p>Multi-Eng - 252</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 91</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED HOME BASE WITH AN UNDETERMINED AMOUNT OF AVAILABLE FUEL, AFTER BEING ADVISED BY THE LINEMAN/REFUELER OF THE UNCERTAINTY OF THE AMOUNT OF FUEL ONBOARD. THE PILOT ASSUMED THE AIRCRAFT HAD BEEN REFUELED THE PREVIOUS EVENING AND DEPARTED ON THIS FLIGHT. THE AIRCRAFT HAD NOT BEEN REFUELED THE PREVIOUS EVENING. FUEL EXHAUSTION WAS EXPERIENCED FIVE MILES SHORT OF THE PILOTS INTENDED DESTINATION AIRPORT.

Brief of Accident (Continued)

File No. - 2622

10/23/86

CHICAGO,IL

A/C Reg. No. N7305R

Time (Lc1) - 1303 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. FUEL SYSTEM - EXHAUSTION
3. REFUELING - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2740 10/23/86 WEST CHICAGO, IL A/C Reg. No. N241FW Time (Lcl) - 0851 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

1

Crew

0

Pass

0

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CESSNA 441
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9850
No. of Seats - 10

Eng Make/Model - AIRESEARCH TPE 331-8-403 ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - TURBOPROP
Rated Power - 635 HP

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT

Basic Weather - IMC
Wind Dir/Speed- 230/005 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 1600 FT
Lowest Ceiling - 1600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
CLEVELAND, OH

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DUPAGE
Runway Ident - 28
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - N/A

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

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10200 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- 5
Instrument- 980 Last 90 Days- UNK/NR
Multi-Eng - 8725 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT (A PART TIME EMPLOYEE OF THE OWNER) WAS FERRYING THE ACFT FOR MAINTENANCE. WITNESSES, WHO SAW THE PLT BFR TAKE-OFF, NOTED THAT HIS SPEECH WAS SLURRED & THAT HE SEEMED ANGRY BECAUSE A TUG WOULD NOT START. ONE WITNESS CHARACTERIZED HIM AS BEING "VERY MAD" & SAID HIS FACE WAS "FLUSHED RED." THE ACFT WAS OBSERVED TO TAKEOFF IN A HI NOSE-UP ATTITUDE & CLIMB ABOUT 500 TO 1000 FT BFR TURNING TO THE SW & LEVELING. SUBSEQUENTLY, THE PLANE TURNED BACK TOWARD THE ARPT, THEN IT CRASHED & BURNED APRX 1-1/2 MI SSW OF THE ARPT WHILE ON A HDG OF NE. IMPACT OCCURRED WHILE THE ACFT WAS DSCNDG IN A SLIGHTLY LEFT WING LOW ATTITUDE. THE WRECKAGE WAS SCATTERED OVER AN AREA THAT WAS APRX 600 FT LONG & ABOUT 45 FT WIDE AT THE WIDEST POINT. ACCORDING TO WITNESSES, THE ENGS WERE OPERATING NORMALLY WHEN THE ACFT CRASHED. NO PREIMPACT MECHANICAL PROBLEM WAS FND. A TOXICOLOGY CHECK OF THE PLT'S LIVER TISSUE FLUID SHOWED AN ALCOHOL LVL OF 0.226%.

Brief of Accident (Continued)

File No. - 2740

10/23/86

WEST CHICAGO, IL

A/C Reg. No. N241FW

Time (Lc1) - 0851 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. IFR PROCEDURE - INITIATED -
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. CLIMB - DELAYED -
7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. DESCENT - NOT CORRECTED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2723 11/05/86 AURORA, IL A/C Reg. No. N4481P Time (Lc1) - 1330 CST

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

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

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

Make/Model - QUICKSILVER MX II	Eng Make/Model - BOMBARDIER ROTAX	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 54 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR THIN BKN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - PRECAUTIONARY LANDING	Airport Proximity ON AIRSTRIP Airport Data WHEATLAND FIELD Runway Ident - 36 Runway Lth/Wid - 2000/ 150 Runway Surface - GRASS/TURF Runway Status - DRY
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-----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 - 700	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 12	Make/Model- 30	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A PRECAUTIONARY LANDING IN THE ULTRALIGHT, WHEN DURING THE LANDING FLARE HE STALLED THE AIRCRAFT AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2723

11/05/86

AURORA, IL

A/C Reg. No. N4481P

Time (Lc1) - 1330 CST

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

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2694 11/07/86 GOREVILLE,IL A/C Reg. No. N9124M Time (Lcl) - 1545 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KEWANEE,IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GILBERTVILLE,KY	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 - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2100
SE LAND	Months Since - UNK/NR	Make/Model- 856
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED AND BURNED FOLLOWING A COLLISION WITH A GUY-WIRE SUPPORTING A MICRO-WAVE TOWER. THE PLT HAD INITIATED THE FLT IN MVFR WEATHER AND CONTINUED THE VFR FLT INTO IMC CONDITIONS. THE CRASH SITE WAS LOCATED ADJACENT TO INTERSTATE HWY 57 AND WITNESSES HAD OBSERVED THE ACFT FLYING IN A SOUTHERLY DIRECTION PARALLEL TO I-57 AT NEAR TREE-TOP LEVEL PRIOR TO THE ACCIDENT. A PLT FOR THE ILLINOIS STATE POLICE REPORTED THAT THE CEILING AND VISIBILITY WERE NEAR ZERO WHEN HE PASSED THE VICINITY OF THE CRASH SITE IN A AUTOMOBILE APRX 15 MINUTES BEFORE THE CRASH. THE WEATHER AT THE NEAREST REPORTING STATION, LOCATED 12 MILES NORTH OF THE CRASH SITE, WAS 300 FT OVERCAST, VISIBILITY 2 MILES WITH A LIGHT DRIZZLE AND FOG.

Brief of Accident (Continued)

File No. - 2694

11/07/86

GOREVILLE,IL

A/C Reg. No. N9124M

Time (Lcl) - 1545 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - WIRE,STATIC
7. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
8. CLEARANCE - 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) 4,7,8

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. - 2679 12/02/86 HANNA CITY, IL A/C Reg. No. N9210M Time (Lcl) - 0349 CST

-----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						
Accident Occurred During	-DESCENT	NONE		3	0	0	0
		Crew					
		Pass					

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

<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- 070/010 KTS</p> <p>Visibility - .380 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OBSCURED</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>NASHVILLE, TN</p> <p>Destination</p> <p>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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GREATER PEORIA AIRPORT</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 8000/ 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</p> <p>SE LAND, ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 889</p> <p>Make/Model- 20</p> <p>Instrument- 223</p> <p>Multi-Eng - 14</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- 27</p> <p>Last 90 Days- 58</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT STRUCK POWER LINES AND CRASHED TWO MILES FROM THE END OF THE RUNWAY ON FINAL APPROACH GROUND TRACK AFTER BEING CLEARED FOR AN ILS APPROACH. THE ACCIDENT OCCURRED AT THE END OF A THREE LEG CROSS-COUNTRY FLIGHT FROM THE BAHAMAS WHICH BEGAN APRX 8 1/2 HOURS BEFORE THE ACCIDENT. MUCH OF THE FLYING TIME DURING THIS TRIP WAS IN IFR CONDITIONS. THE PILOT WAS VERY FAMILIAR WITH THE LOCAL AREA AND HAD FLOWN THE ILS APPROACH IN QUESTION MANY TIMES.

Brief of Accident (Continued)

File No. - 2679

12/02/86

HANNA CITY, IL

A/C Reg. No. N9210M

Time (Lcl) - 0349 CST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
 4. PROPER DESCENT RATE - NOT MAINTAINED - 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) 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. - 2720 12/15/86 DURAND,IL A/C Reg. No. N21016 Time (Lc1) - 1710 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PADUCAH,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MADISON,WI	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 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-----

STUDENT PILOT COLLIDED WITH TERRAIN WHILE ATTEMPTING TO REMAIN IN VISUAL CONTACT WITH THE GROUND DURING VERY LOW LIGHT AND IN VERY HEAVY GROUND FOG DURING A CROSS COUNTRY FLIGHT. THE PILOT RUSHED HIS DEPARTURE IN AN ATTEMPT TO GET HOME BEFORE DARK AND THERE IS NO RECORD OF THE PILOT RECEIVING ANY WEATHER BRIEFING BEFORE HIS DEPARTURE NOR DID AN INSTRUCTOR REVIEW HIS PLANNING FOR THE FLIGHT. PLT FLT TIME WAS NOT AVAILABLE/NOT REPORTED.

Brief of Accident (Continued)

File No. - 2720

12/15/86

DURAND,IL

A/C Reg. No. N21016

Time (Lcl) - 1710 CST

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

Finding(s)

1. TERRAIN CONDITION - RISING
 2. ALTITUDE - DISREGARDED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2606 3/26/86 AURORA, IN A/C Reg. No. N39RH Time (Lcl) - 1324 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CHRISTEN EAGLE II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-A1D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LORAIN, OH

Airport Proximity
ON AIRPORT

Airport Data

AURORA
Runway Ident - 16
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 240/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - EAGLE II

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 500 Last 24 Hrs - 3
Make/Model- 500 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT IMPACTED THE GROUND WHEN AN UNSUCCESSFUL AEROBATIC LOOP MANEUVER WAS ATTEMPTED ON TAKEOFF. THE PILOT OF THE AIRCRAFT WAS ISSUED A STATEMENT OF ACROBATIC COMPETENCY WHICH ALLOWED ALL MANEUVERS WITHIN THE LIMITATIONS OF THE AIRCRAFT AND WITH A MINIMUM ALTITUDE LIMITATION OF 500 FEET. THE PILOT HAD APPROXIMATELY 500 HOURS FLIGHT TIME WITH 460 HOURS AS PIC IN THIS TYPE AIRCRAFT. ACCORDING TO THE DESIGNER OF THIS AIRCRAFT IT IS NOT NORMALLY CAPABLE OF SUCCESSFULLY COMPLETING A LOOP ON TAKEOFF.

Brief of Accident (Continued)

File No. - 2606

3/26/86

AURORA, IN

A/C Reg. No. N39RH

Time (Lcl) - 1324 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2609 7/06/86 KOKOMO, IN A/C Reg. No. N1084L Time (Lcl) - 1930 CDT

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

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

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

Make/Model - BELL 206L-II	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4050	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 500 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KOKOMO, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3556
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - 206L-1	Make/Model- 60
		Last 30 Days- 47
		Instrument- 20
		Last 90 Days- 81
		Multi-Eng - 8
		Rotorcraft - 2778

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A LOSS OF POWER DURING CRUISE, FOR UNDETERMINED REASONS, AND WAS FORCED TO MAKE AN EMERGENCY LANDING. PRIOR TO TOUCHDOWN THE HELICOPTER EXPERIENCED A LOSS OF DIRECTIONAL CONTROL, DUE TO A FAILED HYDRAULIC PUMP, AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2609

7/06/86

KOKOMO,IN

A/C Reg. No. N1084L

Time (Lcl) - 1930 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. HYDRAULIC SYSTEM,PUMP - FAILURE,TOTAL
3. FLIGHT CONTROL SYSTEM - MOVEMENT RESTRICTED

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. - 2607 8/02/86 BEDFORD, IN A/C Reg. No. N50HH Time (Lcl) - 1806 CDT

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

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

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

Make/Model	- HAWKER SIDDELEY DH-125-1A	Eng Make/Model	- ROLLS-ROYCE VIPER 522	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 24800	Engine Type	- TURBOJET		
No. of Seats	- 9	Rated Power	- 3360 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 - VMC</p> <p>Wind Dir/Speed- 270/020 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 1800 FT</p> <p>Lowest Ceiling - 1800 FT OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TOLEDO, OH</p> <p>Destination 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 - VISUAL</p> <p>TRAFFIC PATTERN GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>VIRGIL GRISSOM</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6544
SE LAND, ME LAND	Months Since - 15	Make/Model- 605
	Aircraft Type - HS1251A	Instrument- UNK/NR
		Multi-Eng - 4044
		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 CANCELED IFR 8 MILES FROM THE ARPT TO CONTINUE ON A VISUAL APCH AND LANDING. WITNESSES STATED A STRONG THUNDERSTORM HAD JUST PASSED OVER THE ARPT. WIND INFO ISSUED TO THE PLT BY UNICOM WERE WEST AT 20 KTS. WITNESSES OBSERVED THE ACFT APCH RWY 31 AND EXECUTE A GO-AROUND BEFORE TOUCHDOWN. THE ACFT CIRCLED LEFT TO A RWY 6 (ALMOST DIRECT DOWNWIND) APCH. TOUCHDOWN OCCURRED ABOUT 2/3 DOWN THE 3100 FT LONG RWY. THE ENGINES WERE HEARD TO SPOOL UP TO HIGH POWER (NO THRUST REVERSERS) BUT THE ACFT DID NOT BECOME AIRBORNE. IT OVERRAN THE RWY INTO ROUGH TERRAIN AND CAUGHT FIRE. INVESTIGATION SHOWED THE LANDING GEAR WAS DOWN, FLAPS WERE AT APCH SETTING AND SPEED BRAKES WERE FULLY DEPLOYED.

Brief of Accident (Continued)

File No. - 2607

8/02/86

BEDFORD, IN

A/C Reg. No. N50HH

Time (Lc1) - 1806 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. SPEED BRAKES - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

Brief of Accident

File No. - 2664 8/06/86 SHELBY, IN A/C Reg. No. N4383X Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHEELING, IL
Destination
MADISON, IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GARY MUNICIPAL
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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 155
Make/Model- 15
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 3
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT INITIATED THE VFR FLIGHT FROM WHEELING, IL, TO MADISON, IN, IN MARGINAL WEATHER CONDITIONS. THE WRECKAGE WAS FOUND ON THE AFTERNOON OF THE FOLLOWING DAY ABOUT 26 MILES SOUTH OF GARY, IN. THE AIRCRAFT SUSTAINED AN IN-FLIGHT BREAKUP WHEREIN BOTH WINGS, THE RIGHT STABILATOR AND THE VERTICAL FIN AND RUDDER SEPARATED. INVESTIGATION SHOWED THE BREAKUP OCCURRED BECAUSE OF AERODYNAMIC FORCES THAT EXCEEDED THE DESIGN LIMITATIONS.

Brief of Accident (Continued)

File No. - 2664

8/06/86

SHELBY, IN

A/C Reg. No. N4383X

Time (Lc1) - UNK/NR

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2738

11/27/86

RAYMOND, IN

A/C Reg. No. N4767E

Time (Lcl) - 0530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 020/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OXFORD, OH
Destination
SILOAM SPRINGS, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 128
Make/Model- 119
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- 5
Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT AIRCRAFT IMPACTED IN AN OPEN FIELD SHORTLY AFTER A PREDAWN DEPARTURE FROM AN UNATTENDED AIRPORT. IMC PREVAILED AN NO FLIGHT PLAN WAS IN EFFECT. IN A CONVERSATION HELD THE DAY BEFORE WITH A LOCAL PILOT THE PILOT OF THE ACCIDENT AIRCRAFT STATED HIS INTENTION TO "SCUD RUN" TO BETTER WEATHER.

Brief of Accident (Continued)

File No. - 2738

11/27/86

RAYMOND, IN

A/C Reg. No. N4767E

Time (Lc1) - 0530 EST

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

Finding(s)

1. LIGHT DARK NIGHT
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2744 12/10/86 CROSS PLAINES, IN A/C Reg. No. N8982F Time (Lcl) - 1335 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire ON GROUND

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

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

Make/Model - HUGHES 269B
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 3

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

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

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

Weather Data

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

Wind Dir/Speed- 200/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEYMOUR, IN
Destination
LOUISVILLE, KY

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 269

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

Total	- 9600	Last 24 Hrs	- UNK/NR
Make/Model-	4000	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & OBSERVER WERE ON A POWER LINE PATROL FLT. WHILE PROCEEDING SOUTHBOUND, THEY APCHD AN AREA WHERE THE LINES WERE ABOUT 23 FT AGL & WERE CROSSED BY ANOTHER SET OF POWER LINES, ORIENTED IN AN EAST-WEST DIRECTION. THE OTHER POWER LINES WERE ABOUT 45 FT AGL WITH 2 STATIC LINES APRX 15 FT HIGHER (60 FT AGL). BEFORE REACHING THE PERPENDICULAR LINES, THERE WAS A PROMINENT MARKER ON THE 4TH POLE NORTH OF THE HIGHER LINES THAT WARNED OF THE CROSSING POWER LINES, 1000 FT AHEAD. AS THE HELICOPTER WAS CROSSING THE PERPENDICULAR LINES, THE RGT SKID BECAME ENTANGLED WITH THE NORTH STATIC LINE. THE HELICOPTER THEN NOSD DOWN & COLLIDED WITH THE LOWER SET OF LINES THAT WERE BEING INSPECTED. IT THEN CRASHED TO THE GND & BURNED. THE HELICOPTER WAS EXTENSIVELY DMGD BY GND FIRE. NO PREIMPACT MECHANICAL PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2744

12/10/86

CROSS PLAINES, IN

A/C Reg. No. N8982F

Time (Lcl) - 1335 EST

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2724 12/12/86 HAGERSTOWN, IN A/C Reg. No. N116CA Time (Lcl) - 0324 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CENTRAL AIRLINES, INC.	DESTROYED		Fatal		Injuries	
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire		0	1	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	None
Accident Occurred During	-DESCENT		Pass	0	0	0	0

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

Make/Model	- AERO COMMANDER 500B	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	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	AKRON, OH			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	EAST ST. LOUIS, IL		Runway Ident	- N/A
Wind Dir/Speed	- 022/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 8000 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 3150	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - AC500B	Instrument - 240	Last 90 Days - UNK/NR
		Multi-Eng - 600	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON THE FOURTH LEG OF A NIGHT CARGO FLIGHT CRUISING AT APPROXIMATELY 500' AGL ENROUTE TO MT. VERNON, IL, WHEN THE AIRCRAFT STRUCK SOME TREES AND SUBSEQUENTLY COLLIDED WITH THE GROUND. THE ENGINES AND PROPELLERS WERE BOTH TORN DOWN AND TESTED AND NO EVIDENCE OF MALFUNCTION WAS DISCOVERED. THE PILOT STATED HE DID NOT RECALL THE CRASH SEQUENCE AT ALL. THE PILOT WAS WEARING A "WALKMAN" RADIO AT THE TIME OF THE ACCIDENT. HE STATED IT WAS TO HELP KEEP HIM AWAKE, BECAUSE HE HAD FALLEN ASLEEP AT TIMES IN THE PAST WHILE FLYING NIGHT CARGO.

Brief of Accident (Continued)

File No. - 2724

12/12/86

HAGERSTOWN, IN

A/C Reg. No. N116CA

Time (Lcl) - 0324 EST

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

Finding(s)

1. OBJECT - TREE(S)
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2647 12/21/86 WARSAW, IN A/C Reg. No. N39XP Time (Lcl) - 0900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PITTS S1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING AE10-360-B4A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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- 050/004 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WARSAW, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WARSAW MUNICIPAL
Runway Ident - 36
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - S2B

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

Total - 338	Last 24 Hrs - 1
Make/Model- 15	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 11
	Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT AFTER TOUCHDOWN THE RIGHT BRAKE SEEMED TO LOCK UP WITH A "SKIDDING" NOISE AS THE AIRCRAFT LEFT THE RUNWAY. THE PILOT STATED HE WAS HAVING DIFFICULTY KEEPING HIS TOES OFF THE BRAKES AS HE WAS ATTEMPTING TO MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT CAME TO A REST, NOSE DOWN, ON THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2647

12/21/86

WARSAW, IN

A/C Reg. No. N39XP

Time (Lc1) - 0900 EST

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 PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2755 12/30/86 MERRILLVILLE, IN A/C Reg. No. N74NL Time (Lcl) - 0254 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WRIGHT INT'L EXPRESS INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- PIPER PA-31T	Eng Make/Model	- P&W PT-6A-28	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 620 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- TELEPHONE	
Completeness	- UNK/NR	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 330/010 KTS	- N/A
Visibility	- 7.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- UNK/NR	- N/A
Lowest Ceiling	- 1100 FT BROKEN	Runway Surface
Obstructions to Vision	- HAZE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- NIGHT(DARK)	- N/A

-----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, COMMERCIAL	Current - YES	Total	- 2170
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model	- 140
	Aircraft Type - PA-31	Instrument	- 270
		Multi-Eng	- 1000
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ENROUTE TO THE CHICAGO MIDWAY ARPT. WHILE LETTING DOWN TO 16000 FT THE PILOT REPORTED HE WAS SHUTTING DOWN THE RIGHT ENG. ARTCC CLEARED THE ACFT TO 5000 FT. TEN MINUTES LATER ARTCC LOST RADIO TRANSPONDER AND MODE C CONTACT. 15 MINUTES LATER THE ACFT DESCENDED OUT OF THE 1800 FT OVERCAST AND STRUCK A 170 FT UTILITY TOWER AT THE 150 FT LEVEL. THE ACFT THEN GROUND IMPACTED AND BURNED. INVESTIGATION REVEALED THAT THE RT ENGINE HAD A BEARING FAILURE DUE TO LACK OF LUBRICATION.

Brief of Accident (Continued)

File No. - 2755

12/30/86

MERRILLVILLE, IN

A/C Reg. No. N74NL

Time (Lcl) - 0254 EST

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - DISTORTED
2. ENGINE ASSEMBLY, BEARING - BINDING(MECHANICAL)
3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

4. ELECTRICAL SYSTEM - FAILURE, TOTAL
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. FLIGHT/NAV INSTRUMENTS - FAILURE, PARTIAL
8. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
10. LIGHT CONDITION - DARK NIGHT
11. DESCENT - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1, 2, 4, 5, 7, 8, 10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2656

8/26/86

EMPORIA,KS

A/C Reg. No. N3791R

Time (Lcl) - 0825 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

MINOR
Fire
NONE

Crew
Pass

Fatal
1
0

Serious
0
0

Minor
0
0

None
0
0

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

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

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/016 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
EMPORIA,KS
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 - 62
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 314
Make/Model- 70
Instrument- 32
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 1
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FOUND STOPPED IN AN OPEN FIELD HAVING PENETRATED THE SOUTHERN BOUNDARY OF THE EMPORIA AIRPORT PROPERTY. THE ACFT ENG WAS STILL RUNNING WHEN RESCUERS APPROACHED THE LOCATION. FORCED ENTRY WAS MADE INTO THE ACFT TO SHUT THE ENG DOWN AND RESCUE THE PIC. CARDIO PULMONARY RESUSCITATION WAS ATTEMPTED AND THE PIC WAS TAKEN TO A LOCAL HOSPITAL. THE PIC WAS PRONOUNCED DEAD ON ARRIVAL AT THE HOSPITAL. SUBSEQUENT PATHOLOGY INDICATED THE PIC DIED OF AN ACUTE HEMORRHAGE INTO AND RUPTURE OF A PLAQUE AND FLOPPY MITRAL VALVE, NORMALLY ASSOCIATED WITH SUDDEN DEATH. AUTOPSY DISCLOSED NO ADDITIONAL FACTORS CONTRIBUTING TO THE DEATH. THE PIC WAS BEING TREATED FOR HYPERTENSION AND HAD BEEN USING 250 MG DAILY DOSAGE OF DIURAL MEDICATION AS PART OF HIS TREATMENT.

Brief of Accident (Continued)

File No. - 2656

8/26/86

EMPORIA,KS

A/C Reg. No. N3791R

Time (Lc1) - 0825 CDT

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

Finding(s)
1. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - 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. - 2634 11/05/86 LIBERAL, KS A/C Reg. No. N510SU Time (Lcl) - 2100 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During	-DESCENT	Crew Pass				

-----Aircraft Information-----

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL IO-520-E	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/004 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point LIBERAL, KS</p> <p>Destination PERRYTON, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LIBERAL MUNI</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 7100/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 54</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-----

THE ACFT IMPACTED THE TERRAIN JUST OFF THE DEPARTURE END OF RWY 17 AT LIBERAL, KS, WHILE ON A RETURN FLT TO TEXAS. DARK NIGHT CONDITONS PREVAILED AND NO HORIZON VISUAL CUE WERE AVAILABLE SHORTLY AFTER TAKEOFF. RELIANCE ON FLT ATTITUDE INSTRUMENTS WOULD HAVE BEEN REQUIRED TO MAINTAIN NORMAL DEPARTURE ATTITUDES. EXAM OF THE ACFT FAILED TO REVEAL ANY FAILURE OF THE ENGS, AIRFRAME, FLT CONTROLS, OR FLT ATTITUDE INSTRUMENTS. THE PRIVATE PILOT WAS NOT INSTRUMENT RATED. NO RECORDS WERE AVAILABLE TO DETERMINE HIS FLIGHT TIME.

Brief of Accident (Continued)

File No. - 2634

11/05/86

LIBERAL,KS

A/C Reg. No. N510SU

Time (Lcl) - 2100 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - GROUND
 4. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2610 11/17/86 BLUFF CITY,KS A/C Reg. No. N2038G Time (Lcl) - 1215 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

	Fatal	Injuries Serious	Minor	None
Crew	1	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - 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 - IMC
Wind Dir/Speed- 140/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 300 FT
Lowest Ceiling - 300 FT BROKEN
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUTCHINSON,KS
Destination
ENID,OK

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 - 80

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1250	Last 24 Hrs -	2
Make/Model-	900	Last 30 Days-	UNK/NR
Instrument-	22	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS CRUISING AT 2,500 FT MSL EN ROUTE SOUTHBOUND TO ENID, OKLAHOMA, WHEN HE ENCOUNTERED FOG BUT FLEW FOR 15 TO 20 MINUTES BEFORE EXECUTING A 180DEG NORTHERLY TURN BACK TO HUTCHINSON, KS. ACCORDING TO THE PLT, HE WAS IN THE CLOUDS TRYING TO FLY OUT OF IFR CONDITIONS WHEN THE ACFT FLEW INTO THE GROUND AND HE LOST CONCIIOUSNESS. NATIONAL WEATHER SERVICE RECORDS SHOW FORECASTS, VALID FOR APRX THE TIME OF THE ACCIDENT, CALLING FOR IMC AND MARGINAL VMC THROUGHOUT OKLAHOMA AND SOUTHERN KANSAS. THE PLT FURTHER STATED THAT HE RECEIVED NO WEATHER BRIEFING AND FILED NO FLIGHT PLAN. POST ACCIDENT CALCULATIONS REVEAL THAT THE ACFT IMPACTED THE TERRAIN IN A SHALLOW DESCENT NEAR CRUISE POWER. IT PORPOISED AND WHEELBARROWED BEFORE DIGGING IN THE SOFT DIRT. THE NOSE GEAR SHEARED OFF AND THE ACFT FLIPPED INVERTED, SHEDDING IT'S RIGHT CABIN DOOR AND EJECTING THE PLT RATED PASSENGER.

Brief of Accident (Continued)

File No. - 2610

11/17/86

BLUFF CITY,KS

A/C Reg. No. N2038G

Time (Lc1) - 1215 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - CLOUDS
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. IFR PROCEDURE - ATTEMPTED - PILOT IN COMMAND
8. DESCENT - NOT IDENTIFIED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
10. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
13. TERRAIN CONDITION - RISING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)

14. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE OVER
Phase of Operation OTHER

Finding(s)

15. MISC EQPT/FURNISHINGS, SEAT BELT - DISCONNECTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,12,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2677 12/24/86 OLATHE,KS A/C Reg. No. N414LL Time (Lcl) - 2249 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	1	0	0	
Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6350
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-520-NB9 ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELETYPE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 310/004 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KIRKSVILLE,MO
Destination
OLATHE,KS

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4117 Last 24 Hrs - 3
Make/Model- 23 Last 30 Days- UNK/NR
Instrument- 1104 Last 90 Days- 243
Multi-Eng - 2414

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THIS WAS NOT A CHARTER FLT AND, AS SUCH, HE DECIDED TO ATTEMPT THE LOC 17 APCH TO OLATHE EVEN THOUGH THE AREA WAS FORECASTING ZERO-ZERO CONDITIONS. ACCORDING TO THE PLT, THE LAST THING HE REMEMBERS DURING THE FLT IS BRACKETING THE LOC AND READING 1,600 FT ON THE ALTIMETER. SUBSEQUENTLY, THE PLT FURTHER STATED, HE REMEMBERS BEING ON THE GROUND INSIDE THE WRECKAGE, MITIGATING THE INJURIES SUFFERED AND TRYING TO STAY WARM. A POST-ACCIDENT INVEST REVEALED THAT THE ACFT WAS TO THE LEFT OF THE LOCALIZER COURSE WHEN IT STRUCK TWO TREES 12 FT AGL (1,062 FT MSL), WHILE IN A 30 DEG RIGHT BANK. THE ACFT MADE A FLAT 360 RIGHT PIROUETTE OVER SOME SMALL TREES, TEARING OFF THE LEFT WING BEFORE IMPACTING THE GRND AND SLIDING APRX 600 FT. A POST-CRASH FIRE ERUPTED FROM THE RIGHT WING TANK BUT IT EXTINGUISHED ITSELF. A DOT FAA OPERATIONAL FLT TEST FOUND THE LOCALIZER TO BE WITHIN LIMITS. A LEAK CHECK OF THE ACFT STATIC SYSTEM AND A BENCH CHECK OF BOTH ALTIMETERS WERE SATISFACTORY.

Brief of Accident (Continued)

File No. - 2677

12/24/86

OLATHE,KS

A/C Reg. No. N414LL

Time (Lcl) - 2249 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. OBJECT - TREE(S)
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #3 FIRE
Phase of Operation OTHER

Finding(s)

9. FUEL SYSTEM,TANK - BURST

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2661 7/18/86 MORGAN CITY, LA A/C Reg. No. N57967 Time (Lcl) - 0755 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
Fire - NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-355F-1
Landing Gear - SKID
Max Gross Wt - 4600
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20F
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MOBIL OIL HELIPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND
HELICOPTER

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BH 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 16500
Last 24 Hrs - 3
Make/Model- 15
Last 30 Days- UNK/NR
Instrument- 300
Last 90 Days- 320
Multi-Eng - 15
Rotorcraft - 16035

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT FLEW TO A NEARBY ARPT TO PRACTICE TAKEOFFS & LNDGS. HE RPRTD THAT AFTER 3 LNDGS "OUT OF A HOVER," HE RETURNED TO THE DEPARTURE HELIPORT & LNDD AGAIN FROM A HOVER. DRG TOUCHDOWN, THE HELICOPTER BGN TO ROCK FM SIDE TO SIDE & ENTERED GROUND RESONANCE. THE PLT RPRTD HE LOWERED THE COLLECTIVE PITCH TO THE BOTTOM STOP, BUT STATED THE SIDEWARD BOUNCING FM SKID TO SKID WORSENER. HE REACHED FOR THE OVERHEAD THROTTLES, BUT WAS BEING FLAIED ABOUT THE COCKPIT & COULD NOT HOLD ONTO THEM. SUBSEQUENTLY, THE HELICOPTER WAS EXTENSIVELY DAMAGED. WITNESSES VERIFIED THE SIDE TO SIDE BOUNCING & RPRTD HEARING A LOUD METALLIC SOUND BEFORE THE HELICOPTER TOUCHED DOWN. A POST-CRASH EXAM REVEALED THE L FRONT, L REAR & RGT REAR SUPPORT TUBES (GEARBOX BARS) WERE BUCKLED IN A "D" SHAPE & FRACTURED AT MIDSPAN. METALLURGICAL EXAM OF THE FRACTURE AREAS DISCLOSED EVIDENCE OF HIGH STRESS, LOW AMPLITUDE FATIGUE. NO HISTORY OF HARD LNDGS OR MAINTAINANCE/MANUFACTURING DISCREPANCIES WERE FND CONCERNING THE GEARBOX BARS; L FRONT BAR HAD 1522 HRS OF SVC, REAR BARS HAD 3396 HRS OF SVC.

Brief of Accident (Continued)

File No. - 2661

7/18/86

MORGAN CITY, LA

A/C Reg. No. N57967

Time (Lcl) - 0755 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUSELAGE, ATTACHMENT - FAILURE, PARTIAL
 2. UNDETERMINED
 3. FUSELAGE, ATTACHMENT - FATIGUE
 4. FUSELAGE, ATTACHMENT - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. MISCELLANEOUS - VIBRATION
-

----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. - 2657 6/06/86 SUTTON, MA A/C Reg. No. N5AZ Time (Lcl) - 0900 EDT

-----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	2	Serious	Minor
Accident Occurred During -DESCENT			2	0	0
				0	0
				0	0

-----Aircraft Information-----

Make/Model - SIKORSKY S-76B	Eng Make/Model - P&W PT6B-36	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 11400	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 960 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BEDFORD, MA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	STRATFORD, CT	
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1555
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 98
		Multi-Eng - UNK/NR
		Rotorcraft - 2372

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ABOUT 16 MIN AFTER TAKEOFF, WHILE CRUISING AT 6000' MSL IN IMC, THE PLT TRANSMITTED "SIKORSKY 507" (CALL SIGN OF ACFT HE FREQUENTLY FLEW). THE ATC CTLR WAS TALKING TO ANOTHER FLT & DID NOT RESPOND. ABOUT 1 MIN LATER, RDO & RADAR CONTACT WERE LOST & THE HELICOPTER CRASHED WHILE IN A STEEP/HI SPD DSCNT. AN INV SHOWED THAT DRG IMPACT, IT WAS IN A 10 DEG NOSE UP, 12 DEG RGT BANK ATTITUDE. WITNESSES, WHO HEARD THE HELICOPTER, RPRTD THE ENGS WERE RUNNING AT HI PWR BFR IMPACT. THEY DESCRIBED THE WX AS LOW OVERCAST WITH RAIN, FOG & POOR VIS. RADAR DATA SHOWED THAT JUST BFR ENTERING A DSCNT, THE HELICOPTER WAS ON A SW HDG AT 138 KTS, WHEN ITS HDG & SPD BGN TO VARY. IT SLOWED TO 116 KTS, TURNED LEFT TO 229 DEG, THEN ENTERED A RGT DSCNDG SPIRAL & CRASHED. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. PREV DISCREPANCIES NOTED OF N5AZ'S ELEC FLT INSTRUMENT SYS (EFIS) ON 5/5/86 & 5/27/86; CAUSE OF 1ST WAS NOT FND; 2ND WAS RELATED TO A POPPED CKT BRKR. NO KNOWN EFIS PRBLM ON ACDNT FLT, BUT ACFT WAS BADLY DMGD. PLT HAD 1525 HRS IN S-76A, ONLY 30 HRS IN S-76B (WITH EFIS).

Brief of Accident (Continued)

File No. - 2657

6/06/86

SUTTON,MA

A/C Reg. No. N5AZ

Time (Lc1) - 0900 EDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
 2. SPIRAL - UNCONTROLLED -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2655 10/30/86 MANSFIELD, MA A/C Reg. No. N200GG Time (Lcl) - 1502 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			Fatal	Serious	Minor
Type of Operation - EXECUTIVE/CORPORATE	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -CRUISE		Other	0	1	0
					1

-----Aircraft Information-----

Make/Model - PIPER PA-31-325	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 325 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PROVIDENCE, RI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOSTON, MA	
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 21850
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 2183
GLIDER	Aircraft Type - UNK/NR	Instrument- 2229
		Multi-Eng - 4000
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIPER PA-31, N200GG, WAS ON A VFR FLT TO BOSTON, MA. THE PA-31 PLT CONTACTED BOSTON TRACON & ADZD HE HAD ATIS INFO & WOULD BE LNDG AT BOSTON. TRACON SUGGESTED A HDG & ALT OF 070 DEG & 2500' FOR RWY 33R & TOLD THE PLT TO MAINT VFR. AT APRX THE SAME TIME, A STUDENT & INSTRUCTOR (CFI) WERE ON A LCL INSTRUMENT TRAINING FLT IN THE AREA. THE STUDENT WAS IN THE L SEAT, WEARING A VIEW LIMITING DEVICE. THE 2 ACFT CONVERGED IN VFR WX & COLLIDED AT APRX 2600'. THE PA-31 WAS ON A NE HDG; THE CESSNA WAS ON A NW HDG. DRG IMPACT, THE TOP OF THE PA-31'S VERTICAL STABILIZER HIT THE LWR LEFT SIDE OF THE CESSNA'S FUSELAGE, INJURING THE STUDENT'S L LEG & DAMAGING THE CESSNA'S RGT MAIN GEAR. BOTH ACFT LNDD SAFELY, EXCEPT THE CESSNA SWERVED OFF THE RWY DRG THE LNDG ROLL. THE PA-31 WAS SQUAWKING CODE 4640 WITH MODE C (ALT RPRTG). THE CESSNA WAS TRANSPONDER EQUIPPED, BUT DID NOT HAVE MODE C CAPABILITY. ITS TRANSPONDER WAS SET AT 1200, BUT WAS ACTUALLY SQUAWKING 1270. THE RADAR CTLR WAS UNABLE TO IDENTIFY THE CESSNA AS POTENTIAL CONFLICT. NO RADIO CONTACT BTN THE CESSNA & TRACON.

Brief of Accident (Continued)

File No. - 2655

10/30/86

MANSFIELD,MA

A/C Reg. No. N200GG

Time (Lc1) - 1502 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. PRECAUTIONARY LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2655 10/30/86 MANSFIELD, MA A/C Reg. No. N5535H Time (Lcl) - 1502 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None	
Type of Operation - INSTRUCTIONAL	NONE	Pass	0	1	0	1	
Flight Conducted Under - 14 CFR 91		Other	0	0	0	0	
Accident Occurred During - CRUISE			0	0	0	3	

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NORFOLK, MA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 544	Last 24 Hrs - 4
SE LAND	Months Since - 1	Make/Model- 294	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 78	Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIPER PA-31, N200GG, WAS ON A VFR FLT TO BOSTON, MA. THE PA-31 PLT CONTACTED BOSTON TRACON & ADZD HE HAD ATIS INFO & WOULD BE LNDG AT BOSTON. TRACON SUGGESTED A HDG & ALT OF 070 DEG & 2500' FOR RWY 33R & TOLD THE PLT TO MAINT VFR. AT APRX THE SAME TIME, A STUDENT & INSTRUCTOR (CFI) WERE ON A LCL INSTRUMENT TRAINING FLT IN THE AREA. THE STUDENT WAS IN THE L SEAT, WEARING A VIEW LIMITING DEVICE. THE 2 ACFT CONVERGED IN VFR WX & COLLIDED AT APRX 2600'. THE PA-31 WAS ON A NE HDG; THE CESSNA WAS ON A NW HDG. DRG IMPACT, THE TOP OF THE PA-31'S VERTICAL STABILIZER HIT THE LWR LEFT SIDE OF THE CESSNA'S FUSELAGE, INJURING THE STUDENT'S L LEG & DAMAGING THE CESSNA'S RGT MAIN GEAR. BOTH ACFT LNDG SAFELY, EXCEPT THE CESSNA SWERVED OFF THE RWY DRG THE LNDG ROLL. THE PA-31 WAS SQUAWKING CODE 4640 WITH MODE C (ALT RPRTG). THE CESSNA WAS TRANSPONDER EQUIPPED, BUT DID NOT HAVE MODE C CAPABILITY. ITS TRANSPONDER WAS SET AT 1200, BUT WAS ACTUALLY SQUAWKING 1270. THE RADAR CTLR WAS UNABLE TO IDENTIFY THE CESSNA AS POTENTIAL CONFLICT. NO RADIO CONTACT BTN THE CESSNA & TRACON.

Brief of Accident (Continued)

File No. - 2655

10/30/86

MANSFIELD,MA

A/C Reg. No. N5535H

Time (Lc1) - 1502 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. COMM/NAV EQUIPMENT - FAILURE,PARTIAL
4. IDENTIFICATION OF AIRCRAFT ON RADAR - NOT ATTAINED -
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE -
7. GROUND LOOP/SWERVE - UNCONTROLLED -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2692 6/14/86 EASTON, MD A/C Reg. No. N2756B Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 560A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 7

Eng Make/Model - LYCOMING G0-480-D1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

EASTON MUNI

Runway Ident - 04

Runway Lth/Wid - 4000/ 50

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - 560A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2780

Make/Model- 800

Instrument- UNK/NR

Multi-Eng - 1780

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 41

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE END OF THE RWY AND STRUCK AN EMBANKMENT DURING AN ABORTED TAKEOFF. THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF, THE ACFT SETTLED BACK ON THE RWY. HE REDUCED THE ENGINE POWER TO IDLE, RAISED THE FLAPS AND ATTEMPTED TO STOP THE ACFT TO NO AVAIL. THE PLT SPECULATED THAT THE PASSENGER IN THE RIGHT FRONT SEAT MAY HAVE UNINTENTIONALLY LOWERED THE FLAPS TO THE FULL DOWN POSITION BY HITTING THE FLAP HANDLE WITH HIS LEFT KNEE. POST ACCIDENT TESTING REVEALED THAT THIS SCENARIO WAS POSSIBLE.

Brief of Accident (Continued)

File No. - 2692

6/14/86

EASTON, MD

A/C Reg. No. N2756B

Time (Lc1) - 1230 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)

1. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 3. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

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

Brief of Accident

File No. - 2643 6/17/86 EDGEWATER, MD

A/C Reg. No. N6959W

Time (Lcl) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-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- 320/014 KTS
Visibility - 20.0 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
MITCHELLVILLE, MD

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LEE AIRPORT
Runway Ident - 30
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
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) - AIRPLANE

-----Narrative-----

WITNESSES INDICATED THAT THE ENGINE SOUNDED NORMAL DURING TAKEOFF RUN BUT STARTED TO LOSE POWER SHORTLY AFTER LIFTOFF. THE AIRCRAFT DEPARTED ON RUNWAY 30 AT LEE AIRPORT, ANNAPOLIS, MD. THE RUNWAY IS 2400 FEET LONG AND BEARDS CREEK IS LOCATED ABOUT 200 FEET OFF ITS DEPARTURE END. THE AIRCRAFT WAS OBSERVED TO MAKE A STEEP 180 DEGREE RIGHT TURN OVER THE DEPARTURE END OF THE RUNWAY WITH THE RIGHT WING CONTACTING THE GROUND FOLLOWED BY THE NOSE. ALTHOUGH EXAMINATION OF THE ENGINE DID NOT DISCLOSE ANY MALFUNCTIONS, WATER WAS FOUND IN THE FUEL TANKS. INVESTIGATION REVEALED THAT THE PILOT WAS KNOWN TO FREQUENTLY USE AUTO FUEL IN HIS AIRCRAFT AND THAT THE AIRCRAFT HAD BEEN APPROVED TO USE UNLEADED AUTOMOTIVE FUEL IN ACCORDANCE WITH STC SA802GL. THE PLTS PLT LOG BOOKS WERE NOT RECOVERED FOR FLT TIME.

Brief of Accident (Continued)

File No. - 2643

6/17/86

EDGEWATER, MD

A/C Reg. No. N6959W

Time (Lc1) - 1315 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2731 8/17/86 BOWLEYS QRTRS,MD A/C Reg. No. N31AB Time (Lcl) - 1852 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0	0	
Accident Occurred During -DESCENT		Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	ASHEVILLE,NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	BALTIMORE,MD	GLENN L. MARTIN STATE
Wind Dir/Speed- 020/012 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8100/ 180
Lowest Sky/Clouds - 700 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
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 - 2151
SE LAND,ME LAND	Months Since - 16	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-----

DRG ARR, TRACON GAVE THE PLT THE ARPT WX & PROVIDED VECTORS FOR AN ILS RWY 32 APCH. THE PLT INQUIRED ABOUT A CELL THAT HE UNDERSTOOD WAS OVER THE ARPT & WAS ADVISED TO STANDBY WHILE THE CONTROLLER (CTLR) CHECKED ON IT. THE CTLR CONTACTED TWR PSNL WHO ADZD THE VIS WAS 1 MI IN HVY RAIN, BUT THE PLT WAS GIVEN A FREQ CHG BFR THE INFO WAS PASSED ON TO HIM. HOWEVER, THE FINAL CTLR ADZD HIM OF THE CELL WHICH WAS OVR THE NDB. THE NDB WAS 1.6 MI FM RWY 32, ALONG THE ILS COURSE. THE PLT ELECTED TO CONT THE APCH & WAS CLRD TO TWR FREQ. AS THE ACFT APCHD THE NDB, RADAR SHOWED IT WAS OFF COURSE. THE TWR CTLR TRIED TO GIVE THE PLT CLIMB-OUT INSTRNS, BUT THE PLT DECLINED THEM & SAID HE WAS HAVING TROUBLE CTLG THE ACFT. THE PLT'S LAST TRANSMISSION WAS TO ACKNOWLEDGE HE WOULD TURN 180 DEG TO ABANDON THE APCH. WITNESSES SAW THE ACFT COME OUT OF CLOUDS IN A STEEP DIVE & CRASH ABOUT 1 MI FM THE ARPT IN 10' TO 15' OF WATER BFR RECOVERING. NO PREIMPACT MECHANICAL PROBLEMS WERE FND. A WX STUDY SHOWED CLOUD BASES AT 700' & WX ECHOS OF AT LEAST MOD INTENSITY (VIP LVL 2).

Brief of Accident (Continued)

File No. - 2731

8/17/86

BOWLEYS QRTS,MD

A/C Reg. No. N31AB

Time (Lc1) - 1852 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - TURBULENCE IN CLOUDS
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER,ROUGH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 2671

9/14/86

WOODBINE, MD

A/C Reg. No. N53899

Time (Lc1) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2150
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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 - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WOODBINE
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
GLIDER

Age - 37

Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3292	Last 24 Hrs - 1
Make/Model- 115	Last 30 Days- 10
Instrument- UNK/NR	Last 90 Days- 26
Multi-Eng - 2760	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT NOSE OVER INTO A DIVE AFTER THE GLIDER IT HAD BEEN TOWING RELEASED. THEY THEN SAW IT ROLL AND DURING THE ROLL THE LEFT WING DEPARTED THE AIRCRAFT. THE CFI IN THE GLIDER HAD OBSERVED THE PILOT OF N53899 PERFORM WHAT APPEARED TO BE A SNAP ROLL ON THE FLIGHT PRIOR TO THE ACCIDENT. ALTHOUGH HE DID NOT SEE THE AIRCRAFT AFTER HE RELEASED FROM N53899, BOTH HE AND HIS STUDENT HEARD ENGINE NOISES SIMILIAR TO THE NOISES THEY HAD HEARD ON THE PRIOR FLIGHT WHEN THEY OBSERVED THE ROLL MANEUVER. REPEATED DETAILED EXAMINATIONS OF THE SEPARATED WING DID NOT REVEAL ANY PRE-EXISTING FAILURE AREAS.

Brief of Accident (Continued)

File No. - 2671

9/14/86

WOODBINE, MD

A/C Reg. No. N53899

Time (Lc1) - 1845 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2612 10/26/86 MOUNT PLEASANT, MD A/C Reg. No. N4347X Time (Lcl) - 1835 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES-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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NIAGARA FALLS, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	FREDERICK, MD	FREDERICK
Wind Dir/Speed- 330/003 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5200/ 100
Lowest Sky/Clouds - 650 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 650 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----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 - 4100
SE LAND	Months Since - 12	Make/Model- UNK/NR
	Aircraft Type - PA-28	Instrument- 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON THE SECOND APCH ATTEMPT FOR ILS RWY 23 WHEN THE ACCIDENT OCCURRED- ON THE FIRST ATTEMPT THE PILOT FLEW OUTBOUND INSTEAD OF INBOUND ON THE LOCALIZER COURSE. FOR THE SECOND ATTEMPT THE PILOT WAS CLEARED FOR A FULL APCH FOR ILS RWY 23; WHICH REQUIRED A PROCEDURE TURN. THE PILOT LAST POSITION REPORT WAS INBOUND ON THE LOCALIZER COURSE. SHORTLY AFTERWARDS, THE PILOT WAS CLEARED TO SWITCH OVER TO THE AIRPORT UNICOM FREQ. RADAR DATA ON THE ACFT SHOWS THAT THE ACFT REACHED OVER THE O/M AND BEGAN TO FLY TOWARD THE WEST. THE ACFT COLLIDED WITH THE GROUND ON A SOUTHWEST HEADING ABOUT 1 MI EAST OF THE O/M. THE PILOT HAD INSTRUMENT FLIGHT REGENCY; HOWEVER HC HAD NO NIGHT FLIGHT TIME FOR AT LEAST 2.5 YRS. THERE WAS NO PHYSICAL IMPAIRMENT OR INCAPACITATION OF THE PILOT DISCLOSED. EXAMINATION OF THE ACFT DID NOT DISCLOSE MALFUNCTION. SATISFACTORY OPERATION OF THE ILS WAS CONFIRMED. A PILOT WHO LANDED AT THE ARPT JUST BEFORE THE ACCIDENT REPORTED CLOUDS CEILING AS 650 FT MSL AND VISIBILITY AS 2 MLS.

Brief of Accident (Continued)

File No. - 2612

10/26/86

MOUNT PLEASANT, MD

A/C Reg. No. N4347X

Time (Lcl) - 1835 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
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

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. - 2745 11/01/86 BLOOMINGTON, MD A/C Reg. No. N5897U Time (Lcl) - 1511 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/003 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 800 FT SCATTERED

Lowest Ceiling - 3500 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CUMBERLAND, MD

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

HELICOPTER

Age - 24

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 132

Make/Model- 72

Instrument- 1

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 44

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED 2 AIRCRAFT FLYING NEAR TREETOP LEVEL AND REPORTED THAT ONE APPEARED TO BE ABOUT 10 FEET BEHIND THE OTHER. THE LEAD AIRCRAFT COLLIDED WITH TREES WHEN THE PILOT DELAYED HIS PULLUP TO A POINT WHERE HE WAS UNABLE TO CLIMB OVER A RIDGE ON HIS ROUTE OF FLIGHT. BOTH AIRCRAFT WERE BEING FLOWN BY FOREIGN PILOTS ENROLLED IN THE OPERATOR'S PART 141 FLIGHT SCHOOL.

Brief of Accident (Continued)

File No. - 2745

11/01/86

BLOOMINGTON, MD

A/C Reg. No. N5897U

Time (Lcl) - 1511 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. PULL-UP - DELAYED - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. TERRAIN CONDITION - UPHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7

Brief of Accident

File No. - 2747

11/08/86

BALTIMORE, MD

A/C Reg. No. N304D

Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	1	0	0
Pass	0	2	0	0

-----Aircraft Information-----

Make/Model - BEECH 65-A80
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8800
No. of Seats - 4

Eng Make/Model - LYCOMING IGSO-540-A1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 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- 220/008 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BALTIMORE, MD
Destination
ISLIP, NY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BALTIMORE-WASHINGTON INTL
Runway Ident - 28
Runway Lth/Wid - 9452/ 200
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
ME LAND
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - BE-65

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2294	Last 24 Hrs	- 7
Make/Model-	24	Last 30 Days-	18
Instrument-	359	Last 90 Days-	49
Multi-Eng	- 1227	Rotorcraft	- 809

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DRG CLB AFTER TKOF, L ENG SEIZED. PLT SAID HE ATMD 1 ENG RESTART; PROP WOULD NOT ROTATE OR FEATHER. NO EMERG DECLARED. PLT STATED ENG SHUT-DWN PROC WAS USED, SCIENTIFIC BUS SWS WERE SHUT OFF, R GEN WAS RECYCLED & APPEARED TO OPER NORMALLY. PLTS GOT IMT VECTOR TO RTRN TO MARTIN (MTN) ARPT, BUT RADAR CTC WAS LOST FOR ATB 5 MIN. ELEC PRBLMS WERE ENCTRD & PLTS HAD PROBM MAINTG HDGS, THUS WERE DELAYED IN DIVERTING TO ALTN. WITH L PROP UNFEATHERED, THEY COULD NOT MAINT ALT. DUE TO BAD WX AT MTN, THEY DIVERTED TO BWI. RADAR & RDO CTC WERE LOST & THEY COULD NOT RCH BWI. DRG FORCED LNDG, ACFT HIT TREE & CRASHED SHORT OF INTENDED LNDG AREA. TEARDOWN OF L ENG REVEALED #4 & #5 CON RODS HAD FAILED AT CRANKSHAFT; THEY WERE DISCOLORED FM HEAT & SCORED; OTR ROD BRGS HAD INDCNS OF OIL STARVATION. METALLIC DEBRIS FM FAILED ENG FND IN OIL SYS. SVRL OIL FEED HOLES TO ROD BRGS WERE OBSTRUCTED WITH METALLIC DEBRIS. FIRE DMGD MOST OF THE ELEC SYS. ACFT (MODIFIED FOR ENVIRONMENTAL TESTING) NOT FLT TESTED FOR DRAG INDUCING MODS; WRITTEN FLT CREW INSTRNS NOT AVAIL FOR MODS.

Brief of Accident (Continued)

File No. - 2747

11/08/86

BALTIMORE, MD

A/C Reg. No. N304D

Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
3. PROPELLER FEATHERING - NOT POSSIBLE -
4. PRECAUTIONARY LANDING - INITIATED -

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. ELECTRICAL SYSTEM - UNDETERMINED
6. ELECTRICAL SYSTEM,BATTERY - LOW LEVEL
7. FLIGHT/NAV INSTRUMENTS,HEADING INDICATOR - FALSE INDICATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. IMPROPER DECISION,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - COMPANY/OPERATOR MGMT
11. INSUFFICIENT STANDARDS/REQUIREMENTS,AIRMAN - COMPANY/OPERATOR MGMT
12. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -
13. WEATHER CONDITION - LOW CEILING
14. WEATHER CONDITION - FOG

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

15. OBJECT - TREE(S)

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 6,8,9,10,11,13,14,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2707 10/12/86 VAN BUREN, ME A/C Reg. No. N5255R Time (Lcl) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
CARIBOU, ME
Destination
CARIBOU, ME

Airport Proximity
UNK/NR

Airport Data

Wind Dir/Speed- 200/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 23000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - PA28151

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 79	Last 24 Hrs	- UNK/NR
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING FROM 1000 FT. THE PILOT OF A C-172 EXPERIENCED AN ENGINE FAILURE AT 1500 FT AND MADE AN EMERGENCY LANDING STRIKING SMALL TREES AND BRUSH. SUBSEQUENT INSPECTION OF THE ENGINE REVEALED THAT THE CRANKSHAFT DOWEL PIN WAS SHEARED AND THE CRANKSHAFT GEAR BOLT AND LOCK PLATE WERE MISSING AND HAD PROBABLY NOT BEEN INSTALLED AT LAST OVERHAUL.

Brief of Accident (Continued)

File No. - 2707

10/12/86

VAN BUREN,ME

A/C Reg. No. N5255R

Time (Lc1) - 2045 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CRANKCASE - FAILURE,PARTIAL
 2. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
 3. IMPROPER USE OF PROCEDURE,EXPERIENCE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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. - 2652 12/27/86 WEST FARMINGTON, ME A/C Reg. No. N95575 Time (Lcl) - 1325 EST

-----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	0	0	0	1
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12D	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 338/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 104
	Months Since - N/A	Make/Model- 104
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 12
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CLIMBED IN A STEEP ATTITUDE AFTER TAKEOFF TO AN ALT OF APRX 100 FT AGL. THE ACFT THEN STALLED AND IMPACTED THE TERRAIN IN A LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2652

12/27/86

WEST FARMINGTON, ME

A/C Reg. No. N95575

Time (Lcl) - 1325 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2646 4/02/86 HIGHLAND, MI A/C Reg. No. N732KR Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R-1A ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HILTON HEAD, NC
Destination
PONTIAC, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PONTIAC
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-T210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	637
Last 24 Hrs	7
Make/Model-	290
Last 30 Days-	7
Instrument-	152
Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS IN CRUISE WHEN THE ENGINE STARTED SPUTTERING. ACCORDING TO THE PILOT, HE SWITCHED TANKS AND THE ENGINE WOULD START TO RUN THEN MISS, START TO RUN THEN MISS, OVER AND OVER AGAIN. THE PILOT STATED THAT WHILE THIS WAS HAPPENING HE WAS LOSING ALTITUDE AND WHEN HE COULDN'T GET "FULL" POWER HE DECIDED TO MAKE A FORCED LANDING IN AN OPEN FIELD. POST ACCIDENT EXAMINATION REVEALED THAT WITH WINGS LEVEL NO FUEL COULD BE DRAINED FROM THE RIGHT INBOARD SUMP AND APPROXIMATELY TWO OUNCES FROM THE LEFT INBOARD SUMP.

Brief of Accident (Continued)

File No. - 2646

4/02/86

HIGHLAND,MI

A/C Reg. No. N732KR

Time (Lcl) - 1540 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2615 5/23/86 BARODA,MI A/C Reg. No. N8807Z Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - EAGLE DW-1

Eng Make/Model - LYCOMING IO-540-M1B5D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 5400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SOUTH HAVEN,MI

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 3770

Last 24 Hrs - 5

SE LAND,ME LAND

Months Since - 17

Make/Model- 90

Last 30 Days- 40

Aircraft Type - C-172

Instrument- 55

Last 90 Days- 70

Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SHUT DOWN THE ACFT ENGINE AFTER NOTICING OIL ON THE CANOPY AND A LOSS OF OIL PRESSURE. A FORCED LANDING WAS PERFORMED IN A CORN FIELD AND THE ACFT NOSED OVER. POST ACCIDENT INSPECTION DISCLOSED THE OIL PRESSURE HOSE HAD RUPTURED.

Brief of Accident (Continued)

File No. - 2615

5/23/86

BARODA,MI

A/C Reg. No. N8807Z

Time (Lcl) - 1250 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - BURST
 2. FLUID,OIL - LEAK
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2608 7/25/86 GRAYLING, MI A/C Reg. No. N83595 Time (Lcl) - 1645 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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -CRUISE					1

-----Aircraft Information-----

Make/Model - ROBINSON R-22HP	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ORCHARD LAKE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAYLING, MI	Runway Ident - N/A
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model- 150
HELICOPTER	Aircraft Type - R22HP	Instrument- 400
		Multi-Eng - 700
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 15
		Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER, DURING CRUISE FLIGHT, WAS FLYING LOW IN AN ATTEMPT TO REMAIN CLEAR OF CLOUDS WHEN IT STRUCK A POWER LINE AND WAS FORCED TO MAKE AN EMERGENCY LANDING. THE HELICOPTER RECEIVED SUBSTANTIAL DAMAGED WHEN IT STRUCK THE POWER LINE AND REPORTEDLY RECEIVED NO FURTHER DAMAGE UPON LANDING.

Brief of Accident (Continued)

File No. - 2608

7/25/86

GRAYLING, MI

A/C Reg. No. N83595

Time (Lc1) - 1645 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
4. OBJECT - WIRE, STATIC
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. AUTOROTATION - PERFORMED - 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. - 2730 9/23/86 EAST TAWAS,MI A/C Reg. No. N78715 Time (Lcl) - 0600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
2	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K
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/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- 050/001 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
EAST TAWAS,MI
Destination
DETROIT,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)
COMMERCIAL
SE LAND

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 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) - AIRPLANE

-----Narrative-----

AIRCRAFT COLLIDED WITH TREES WHILE IN LOW LEVEL FLIGHT FOLLOWING A PREDAWN DEPARTURE. AN AIRPORT 10 MILES TO THE NORTH WAS REPORTING VERY LOW CEILINGS WITH VISIBILITIES LOWER THAN 1/2 MILE IN FOG AND DRIZZLE. THE PROXIMITY TO THE DEPARTURE AIRPORT AND THE AIRCRAFT'S HEADING ON IMPACT SUGGEST THAT THE PILOT MAY HAVE BEEN TRYING TO MAINTAIN VISUAL CONTACT WITH THE GROUND WHILE RETURNING TO LAND AT THE DEPARTURE AIRPORT. THE PLT LOGS OF THE PLTS WERE NOT RECOVERED AND NO FLT TIME INFORMATION WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 2730

9/23/86

EAST TAWAS,MI

A/C Reg. No. N78715

Time (Lc1) - 0600 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR PROCEDURES - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS -
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - LOW CEILING
7. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
8. CLIMB - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

9. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2654 10/19/86 GRAND HAVEN, MI A/C Reg. No. N3045E Time (Lcl) - 1743 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BROWN ACRO SPORT II	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - 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	GRAND HAVEN, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRAND HAVEN MEMORIAL
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1039
SE LAND,ME LAND	Months Since - 21	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 100
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Multi-Eng - 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT AFTER TAKEOFF HE LEVELED OFF TO GAIN AIRSPEED AND THEN ENTERED A 60 DEGREE PITCH UP ATTITUDE. THE PILOT STATED AT ABOUT 400 FEET AGL HE NOTICED THE AIRSPEED WAS LOWER THAN "NORMAL". SHORTLY THEREAFTER THE AIRCRAFT STALLED AND ENTERED A SPIN IMPACTING THE TERRAIN NEXT TO THE SAME RUNWAY FROM WHICH IT DEPARTED. WITNESSES REPORTED SEEING THE AIRCRAFT ENTER A NEAR VERTICAL CLIMB AFTER TAKEOFF, SPIN AND IMPACT THE TERRAIN.

Brief of Accident (Continued)

File No. - 2654

10/19/86

GRAND HAVEN, MI

A/C Reg. No. N3045E

Time (Lcl) - 1743 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL/SPIN
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2620 12/06/86 LAWTON, MI A/C Reg. No. N999WF Time (Lcl) - 1630 EST

-----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	1
					None
					0

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520 H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	LAWTON, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CORNISH
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 95
Lowest Sky/Clouds - 2100 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 746
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 5
	Aircraft Type - PA-28	Make/Model- 36
		Last 30 Days- 5
		Instrument- 129
		Last 90 Days- 64
		Multi-Eng - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A LOSS OF CONTROL SHORTLY AFTER TAKEOFF WHICH RESULTED IN AN UNCONTROLLED DESCENT. THE ACFT STRUCK THE GROUND WITH ITS LEFT WINGTIP CAUSING IT TO FLIP OVER ONTO ITS SIDE. THE PLT REPORTED THAT THE AUTO-PLT HAD BEEN WORKED ON AFTER HAVING EXPERIENCED AUTO-PLT RUNAWAYS DURING PREVIOUS FLTS. THE AUTO-PLT WAS BENCH TESTED AFTER THIS ACCIDENT AND IT FUNCTIONED NORMALLY.

Brief of Accident (Continued)

File No. - 2620

12/06/86

LAWTON, MI

A/C Reg. No. N999WF

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
 2. FLIGHT CONTROL SURFACES/ATTACHMENTS - MOVEMENT RESTRICTED
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2721 12/11/86 N. MANITOU ISL.,MI A/C Reg. No. N32693 Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	2	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MARQUETTE,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	TRAVERSE CITY,MI	CHERRY CAPITAL
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 1700 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WATER - CHOPPY
Obstructions to Vision- BLOWING SNOW	FORCED LANDING	
Precipitation - SNOW SHOWER		
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,CFI	Current - UNK/NR	Total - 1250
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 - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD RECVD AN UNFAVORABLE WX BRIEF THAT INCLUDED A SIGMET ON FLT ICING. ENROUTE DURING FLT OVER A LARGE BODY OF WATER HE EXPERIENCED POWER LOSS AND WAS AT TOO LOW A ALTITUDE TO GLIDE TO SHORE. THE PLT ATTEMPTED TO LD ON A ISLAND BUT CRASHED IN A LAKE.

Brief of Accident (Continued)

File No. - 2721

12/11/86

N. MANITOU ISL., MI

A/C Reg. No. N32693

Time (Lc1) - 0930 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND(CFI)
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND(CFI)
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

6. WEATHER CONDITION - ICING CONDITIONS
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - WATER, ROUGH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,7

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2695 12/30/86 LAKEVIEW,MI A/C Reg. No. N6965G Time (Lcl) - 1605 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 - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/007 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 700 FT SCATTERED

Lowest Ceiling - 2800 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 81 Last 24 Hrs - UNK/NR

Make/Model- 81 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT BUZZING A FARM WHERE A FRIEND OF THE PILOT RESIDED. FOLLOWING A LOW PASS, THE AIRCRAFT PULLED UP INTO A STEEP, LEFT CLIMBING TURN. AT THE TOP OF THE CLIMB, THE NOSE DROPPED AND THE AIRCRAFT SPIRALED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2695

12/30/86

LAKEVIEW,MI

A/C Reg. No. N6965G

Time (Lcl) - 1605 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
 6. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 2719 4/13/86 BROOKLYN CENTER, MN A/C Reg. No. N84277 Time (Lcl) - 1945 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING		0	0	0	0
		0	1	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 - 2558	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MINNEAPOLIS, MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS, MN	Runway Ident - N/A
Wind Dir/Speed- 100/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT THIN BKN	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - PA28	Make/Model- 33
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE AIRCRAFT EXPERIENCED A TOTAL POWER FAILURE DUE TO FUEL EXHAUSTION AND THE PILOT DETERMINED THAT IT WAS NOT POSSIBLE TO MAKE A FORCED LANDING ON AN AIRPORT, THE PILOT ELECTED TO LAND ON A HIGHWAY. THE PILOT STATED THAT WHEN HE WAS NOT ABLE TO LAND IN THE LANE HE HAD ORIGINALLY CHOSEN, THE AIRCRAFT WAS INTENTIONALLY LANDED IN AN ALTERNATE LANE. DURING THE LANDING ROLL THE AIRCRAFT STRUCK AN AUTOMOBILE. THE PILOT WAS NOT INJURED, HOWEVER THE DRIVER OF THE AUTOMOBILE RECEIVED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 2719

4/13/86

BROOKLYN CENTER,MN

A/C Reg. No. N84277

Time (Lc1) - 1945 CST

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. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2645 7/07/86 ELROSA,MN

A/C Reg. No. N94458

Time (Lcl) - 0812 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -FERRY
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

DESTROYED

Fatal

Serious

Minor

None

Fire

Crew

1

0

0

0

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - BELL 47G-5
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-25A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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- 200/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL ROSA,MN
Destination
PAYNESVILLE,MN

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 - 36
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7148
Last 24 Hrs - UNK/NR
Make/Model- 45
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- UNK/NR
Multi-Eng - 592
Rotorcraft - 2307

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS SEEN FLYING AT A LOW ALTITUDE BY WITNESSES AND APPEARED TO BE FLYING STRAIGHT AND LEVEL AND SOUNDED NORMAL. THE HELICOPTER IMPACTED THE GROUND IN A NORTHEASTERLY DIRECTION, 180 DEGREES FROM IT'S OBSERVED FLIGHT PATH. THERE WERE NO WITNESSES TO THE ACTUAL CRASH AND THE HELICOPTER, DUE TO THE TERRAIN AND SEVERITY OF THE DAMAGE, WAS NOT LOCATED UNTIL THE FOLLOWING DAY.

Brief of Accident (Continued)

File No. - 2645

7/07/86

ELROSA,MN

A/C Reg. No. N94458

Time (Lc1) - 0812 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2644 7/18/86 BROOKLYN PARK, MN A/C Reg. No. N5235N Time (Lcl) - 0920 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BELL-CAMPBELL CHG-2

Landing Gear - SKID

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - LYCOMING O-435-23CR

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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

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 - 25

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2308

Make/Model- 240

Instrument- 69

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 142

Rotorcraft - 1950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT AFTER MAKING THREE QUARTER-MILE PASSES OVER THE FIELD THE ENGINE QUIT AND HE WAS FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD. THE PILOT STATED, PRIOR TO TAKEOFF THE HELICOPTER HAD BEEN REFUELED BY A GROUND CREW MEMBER. ACCORDING TO THE GROUND CREW MEMBER, THE TANK WAS LOW AND HE HAD TO TIP THE TANK INORDER TO GET FUEL OUT. THE FUELER ALSO STATED THE CALIBRATED FUEL STICK, USED TO MEASURE THE AMOUNT OF FUEL IN THE TANKS, WAS NOT ON THE FUELING TRUCK ON THE DAY OF THE ACCIDENT. POST ACCIDENT EXAMINATION REVEALED VIRTUALLY NO FUEL WAS REMAINING IN THE FUEL SYSTEM. ALSO, A FUEL QUANTITY GAGE WAS NOT INSTALLED IN THE HELICOPTER AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2644

7/18/86

BROOKLYN PARK, MN

A/C Reg. No. N5235N

Time (Lcl) - 0920 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT INADEQUATE - COMPANY MAINTENANCE PSNL
4. INADEQUATE SURVEILLANCE OF OPERATION, INSUFFICIENT STAFF - COMPANY/OPERATOR MGMT
5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - OTHER
6. REFUELING - INADEQUATE - PILOT IN COMMAND
7. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2708 7/29/86 EDEN PRAIRIE, MN A/C Reg. No. N202SH Time (Lcl) - 1241 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SAMUEL R. HOSKINS Q-200
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 105 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/007 KTS
Visibility - 10.0 SM

Lowest Sky/Clouds - 2100 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

ON AIRPORT

Airport Data

FLYING CLOUD

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 538

Make/Model- 15

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS BEING TEST FLOWN FOLLOWING GROUND ADJUSTMENT OF RUDDER CONTROL CABLES. DURING THE FLIGHT RUDDER CONTROL WAS LOST WHEN RUDDER BEARING BLOCKS DETACHED FROM THEIR MOUNTING SURFACES. PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING ROLLOUT AND NOSED OVER DURING BRAKE APPLICATION.

Brief of Accident (Continued)

File No. - 2708

7/29/86

EDEN PRAIRIE, MN

A/C Reg. No. N202SH

Time (Lcl) - 1241 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FLIGHT CONTROL, RUDDER - DISCONNECTED
 2. RUDDER - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2640 11/04/86 BECKER,MN A/C Reg. No. N4247S Time (Lc1) - 1645 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - OTHER WORK USE	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 133	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - SIKORSKY S-58ET	Eng Make/Model - P&W PT6T-6	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 13000	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 970 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9961
	Months Since - 2	Make/Model- 172
HELICOPTER	Aircraft Type - 206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- 45
		Last 90 Days- 169
		Rotorcraft - 9961

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER (HEL) WAS BEING USED ON AN EXTERNAL LOAD OPN TO PSN A 2500 LB VENTILATOR TO THE ROOF OF A BLDG. ON THE NEXT TO LAST LOAD, THE PLT RADIOED THAT HE NOTED A MOMENTARY ILLUMINATION OF THE FUEL BYPASS ADVISORY LIGHT. HE ELECTED TO CONT THE OPN & RETURNED TO THE STAGING AREA TO PICK UP THE 2500 LB LOAD. WHEN THE LOAD WAS APRX 8' FM THE ROOF TOP, WITNESSES NOTED THE LOAD (& HEL) BGN TO SETTLE. THE PLT RLSD THE LOAD AS THE ROTOR RPM BGN DECREASING & MNVRD AWAY FM THE ROOF. THE HEL HOVERED MOMENTARILY OVR AN ELEVATED CONVEYOR, THEN THERE WAS AN ADNL LOSS OF RPM. AS THE HEL DSCNDD, THE MAIN & TAIL ROTORS HIT THE CONVEYOR & THE HEL FELL APRX 150' & CRASHED IN A NOSE DOWN ATTITUDE. THE FWD FUEL BLADDER SPLIT OPEN DRG IMPACT. THE AFT FUEL BLADDER CONTAINED A USABLE, BUT UNDETERMINED, AMOUNT OF FUEL. DIRT WAS FND IN THE FUEL BLADDERS & FUEL FILTERS, BUT NO FUEL BLOCKAGE WAS NOTED. FUEL X-FEED SELECTOR & VLV WERE FND IN THE OPEN PSN. THE FLT. MANUAL LIMITS THE USE OF X-FEED FOR EMERGENCY & CRUISE FLT ONLY; BOOST PUMP MUST BE ON WHEN UNUSED TANK IS EMPTY.

Brief of Accident (Continued)

File No. - 2640

11/04/86

BECKER,MN

A/C Reg. No. N4247S

Time (Lc1) - 1645 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation HOVER

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FLUID,FUEL - STARVATION
4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. AUTOROTATION

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,7

Brief of Accident

File No. - 2630 12/10/86 GRAIN VALLEY, MO A/C Reg. No. N44291 Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -DESCENT		0	2	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAIN VALLEY, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/008 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 - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 79
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 79
		Instrument- 0
		Last 30 Days- 9
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED, AFTER TAKEOFF THE ENGINE SPUTTERED AND BEGAN LOSING POWER DURING INITIAL CLIMB. ACCORDING TO THE PILOT, HE TRIED TO LAND ON A HIGHWAY BUT THERE WERE NUMEROUS VEHICLES IN TRANSIT AND HE DECIDED TO ATTEMPT AN OFF-AIRPORT LANDING. ON INITIAL IMPACT WITH THE RIGHT WING, THE AIRCRAFT TORE OFF A BRANCH FROM A TREE, THEN STRUCK A GRASSY KNOLL WITH THE RIGHT WING TIP. MAIN IMPACT OCCURRED WITH A BRANCH OF A SECOND TREE AND THE AIRCRAFT CAME TO REST INVERTED. POST ACCIDENT CALCULATIONS REVEALED THAT THE AIRCRAFT WAS 67 POUNDS OVER THE MAX ALLOWABLE GROSS WEIGHT, AND WITHIN THE C.G. RANGE DURING TAKEOFF. A SUBSEQUENT ENGINE TEARDOWN INSPECTION REVEALED NO PREEXISTING CONDITION, MALFUNCTION, OR ABNORMAL WEAR. ACCORDING TO WITNESSES AT THE AIRPORT, THE PILOT WAS OBSERVED ATTEMPTING TO REMOVE FROST FROM THE WINGS AND WAS RUNNING THE ENGINE AT IDLE FOR ALMOST 30 MINUTES BEFORE TAKEOFF WAS INITIATED. CARBURETOR HEAT WAS FOUND IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 2630

12/10/86

GRAIN VALLEY, MO

A/C Reg. No. N44291

Time (Lcl) - 1845 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN
-

-----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. - 2739 8/02/86 NASHUA,NH A/C Reg. No. N66672 Time (Lcl) - 1728 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	2	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	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- 150/004 KTS Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 4000 FT OVERCAST Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point NASHUA,NH Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND TOUCH AND GO	Airport Proximity ON AIRPORT Airport Data BOIRE FIELD Runway Ident - 14 Runway Lth/Wid - 5500/ 100 Runway Surface - ASPHALT Runway Status - DRY
--	---	--

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,SE SEA	Age - 47 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 3000 Make/Model- 350 Instrument- 89 Last 24 Hrs - UNK/NR Last 30 Days- 20 Last 90 Days- 40
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI HAD ALLOWED THE STUDENT TO MAKE THE TAKEOFF, WITNESS OBSERVED THE C150 FLYING ABOVE THE RWY AT APPROX 75 TO 100 FT WITH 20 DEGREE FLAPS. OTHER WITNESSES STATED THAT THE NOSE WAS OBSERVED TO PITCH UP THEN THE LEFT WING DROPPED AND THE ACFT WENT FROM SIGHT BEHIND A ROW OF HANGARS IMPACTING LEFT WING DOWN. BOTH OCCUPANTS REC'D SERIOUS INJURIES. CESSNA AIRCRAFT HAS NOT APPROVED THIS AIRCRAFT FOR TAKEOFF WITH THIS FLAP SETTING.

Brief of Accident (Continued)

File No. - 2739

8/02/86

NASHUA,NH

A/C Reg. No. N66672

Time (Lc1) - 1728 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)
4. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
5. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI)
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

7. STALL - INADVERTENT - DUAL STUDENT
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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) 2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2636 9/20/86 TWIN MOUNTAIN,NH A/C Reg. No. N27WD Time (Lcl) - 1400 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

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 205
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-S
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

TWIN MOUNTAIN
Runway Ident - 27
Runway Lth/Wid - 2750/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-205

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 385 Last 24 Hrs - 3
Make/Model- 77 Last 30 Days- UNK/NR
Instrument- 18 Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

DURING A "BOMB DROP" CONTEST AT AN ORGANIZED "FLY-IN", THE PILOT WAS MANEUVERING AT LOW AIRSPEED SO HIS PASSENGER COULD DROP A WATER-FILLED BALLOON ON A TARGET WHICH HAD BEEN PLACED ON RUNWAY 27. THE ACFT SUDDENLY BANKED TO THE RIGHT AND PITCHED DOWN STRIKING THE GROUND ON THE RIGHT EDGE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2636

9/20/86

TWIN MOUNTAIN,NH

A/C Reg. No. N27WD

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2674 10/11/86 BELMONT, NH A/C Reg. No. N238Q Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under - 14 CFR 91			0	0	0
Accident Occurred During - LANDING					1
					2

-----Aircraft Information-----

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING HIO-360-C1B	ELT Installed/Activated - NO -N/A
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	LACONIA, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CONCORD, NH	Runway Ident - N/A
Wind Dir/Speed- 186/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 176
SE LAND	Months Since - 6	Make/Model- 176
HELICOPTER	Aircraft Type - F28A	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 8
		Last 90 Days- 9
		Rotorcraft - 176

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS IN CRUISE FLT WHEN AN ENGINE FAILURE OCCURRED. THE PLT ENTERED AN AUTOROTATION AND MADE A HARD LANDING WHICH COLLAPSED THE LEFT FRONT STRUT. THE NOSE LOWERED AS THE TAIL CONE ROSE AND THE MAIN ROTOR MADE CONTACT WITH THE TAIL ROTOR. THE CAUSE OF THE ENGINE FAILURE WAS A FAILURE OF THE #4 CONNECTING ROD.

Brief of Accident (Continued)

File No. - 2674

10/11/86

BELMONT,NH

A/C Reg. No. N238Q

Time (Lcl) - 1530 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 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. TERRAIN CONDITION - NONE SUITABLE
 5. LANDING GEAR - OVERLOAD
 6. LANDING GEAR - FAILURE,TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2604 8/22/86 FT. DIX, NJ A/C Reg. No. N8734P Time (Lcl) - 1506 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	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 - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	CALDWELL, NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SALISBURY, MD	Runway Ident - N/A
Wind Dir/Speed- 070/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1474
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	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 WAS HEADED SW ON VICTOR SIXTEEN INBOUND TO COYLE VOR WHEN THE PLT REPORTED THE LOSS OF GYRO INSTRUMENTS. THE ACFT WAS AT 6000 FT AND IN "SOLID IFR WEATHER." THE PLT ELECTED NOT TO DECLARE EMERGENCY AND LAND WHEN ASKED IF HE WANTED TO DO SO BY ATC. THE PLT STATED THAT HE WOULD CONTINUE THE FLIGHT. SHORTLY AFTER THE PLT REPORTED LOSS OF GYRO INSTRUMENTS THE ACFT BEGAN TO LOSE ALTITUDE AND VEER OFF OF COURSE. ATC INFORMED THE PLT OF THE ACFT DEVIATION AND THE PLT RESPONDED THAT HE WOULD TAKE CORRECTIVE ACTION. THE ACFT CONTINUED TO DEVIATE UNTIL IT HAD DESCENDED TO 5200 FT WHEN THE PLT RADIOED AN ABRUPTLY ENDED TRANSMISSION: "...I'M IN TROUBLE." THERE WAS NO FURTHER TRANSMISSION FROM THE PLT. THE ACFT COLLIDED WITH THE GROUND IN A WOODED AREA AND THE WRECKAGE WAS STREWN A DISTANCE OF ABOUT 1700 FT IN A NORTHERNLY DIRECTION. THERE WAS WING, TAIL AND FUSELAGE SEPARATION OF THE ACFT.

Brief of Accident (Continued)

File No. - 2604

8/22/86

FT. DIX,NJ

A/C Reg. No. N8734P

Time (Lc1) - 1506 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VACUUM SYSTEM - FAILURE,TOTAL
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING

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) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2696 8/27/86 MOORESTOWN, NJ A/C Reg. No. N8FP Time (Lcl) - 1725 EDT

-----Basic Information-----

Type Operating Certificate-OTHER LARGE AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation - PERSONAL	Crew	1	0	0	0	
Flight Conducted Under - 14 CFR 91	Pass	0	0	0	0	
Accident Occurred During - DESCENT	NONE					

-----Aircraft Information-----

Make/Model - PASSONNO SKYBOLT	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHILADELPHI, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALMABLE	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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3500
SE LAND, ME LAND	Months Since - 1	Make/Model- 20
	Aircraft Type - SKYBOLT	Instrument- 230
		Multi-Eng - 1700
		Last 24 Hrs - 0
		Last 30 Days- 25
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSONNO SKYBOLT WAS OBSERVED TO RECOVER FROM A LOOP AND THEN THE TAIL SURFACES STARTED TO SHAKE. THE ACFT THEN DESCENDED TO THE GROUND AND WAS DESTROYED BY IMPACT. EXAMINATION OF VARIOUS HORIZONTAL STABILIZER AND ELEVATOR COMPONENTS SHOWED THAT THE FAILURES WERE DUE TO OVERSTRESS AND SHEER FORCES. IT WAS NOTED THAT BOTH THE LEFT AND RIGHT HORIZONTAL STABILIZERS HAD BEEN SUBJECTED TO A DOWNWARD FORCE. IN ADDITION THE INVESTIGATION DISCLOSED THAT THE ELEVATOR HAD NOT BEEN MODIFIED IN ACCORDANCE WITH DESIGN RECOMMENDATION REGARDING THE INSTALLATION OF LARGER ENGS.

Brief of Accident (Continued)

File No. - 2696

8/27/86

MOORESTOWN,NJ

A/C Reg. No. N8FP

Time (Lc1) - 1725 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. FLIGHT CONTROL,ELEVATOR - OVERLOAD
3. FLIGHT CONTROL,STABILATOR - OVERLOAD
4. MAINTENANCE,MODIFICATION - NOT PERFORMED -

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2697 12/06/86 JEAN,NV A/C Reg. No. N732ZF Time (Lcl) - 1825 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 4	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MOJAVE,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAS VEGAS,NV	MCCARRAN INTL
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2930
SE LAND,ME LAND	Months Since - 4	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) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT NIGHT ON AN IFR FLT PLAN, THE ACFT RAN OUT OF FUEL. SUBSEQUENTLY, THE PLT WAS PROVIDED VECTORS TOWARD A HIWAY FOR A FORCED LNDG. HOWEVER, BEFORE REACHING THE AREA OF THE HIWAY, THE ACFT CRASHED ON RISING TERRAIN AT AN ELEV OF ABOUT 4000 FT. EXCEPT FOR LACK OF FUEL, NO PREIMPACT ACFT OR ENG PROBLEM WAS FND. APRX 26 MI NNE, THE 1838 PST LAS VEGAS WX WAS IN PART: ESTIMATED 400 FT BROKEN, 1500 FT OVERCAST, VIS 4 MI WITH FOG & LGT RAIN. THE ELEV OF THE WX FACILITY WAS 2174 FT. AN INV REVEALED THE ACFT HAD BEEN FULLY SERVICED WITH FUEL ON 12/3/86 & HAD FLOWN APRX 4 HRS PRIOR TO THE ACDNT FLT. NO RECORD WAS FND OF ANY FURTHER REFUELING. THE ACFT HAD A FUEL CAPACITY OF 88 GAL, OF WHICH, 4 GAL WAS CONSIDERED AS UNUSABLE. ACCORDING TO AN ESTIMATE BASED ON FLT MANUAL INFO, THE ACFT WOULD HAVE CONSUMED NEARLY 88 GAL OF FUEL SINCE THE LAST KNOWN REFUELING. ON 9/3/86, WHEN THE PLT TOOK A MED EXAM, HE RPRTD HE HAD A TOTAL FLT TIME OF 2930 HRS.

Brief of Accident (Continued)

File No. - 2697

12/06/86

JEAN,NV

A/C Reg. No. N732ZF

Time (Lcl) - 1825 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. WEATHER CONDITION - RAIN
9. TERRAIN CONDITION - HIGH TERRAIN
10. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2617 10/05/86 FARMINGDALE,NY A/C Reg. No. N66256 Time (Lcl) - 1440 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 030/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ISLIP,NY
Destination
ISLIP,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FARMINGDALE REPUBLIC
Runway Ident - 32
Runway Lth/Wid - 6827/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1276	Last 24 Hrs	- 4
Make/Model-	1273	Last 30 Days-	7
Instrument-	27	Last 90 Days-	25
Multi-Eng	- 1	Rotorcraft	- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RETURNING HOME AFTER FLYING FOR APRX 2 1/2 HOURS. THE PLT REPORTED THAT HE HAD STARTED THE FLT WITH FULL FUEL TANKS. THE ACFT EXPERIENCED A LOSS OF POWER AND THE PLT ATTEMPTED A FORCED LANDING AT AN ARPT. HE WAS UNABLE TO REACH THE RWY AND THE ACFT WAS LANDED IN A CEMETERY. DURING POST ACCIDENT INSPECTION OF THE ACFT NO ODOR OF FUEL WAS NOTED NOR WAS ANY FUEL FOUND IN THE FUEL TANKS. THE ENGINE PERFORMED SATISFACTORLY DURING AN TEST RUN.

Brief of Accident (Continued)

File No. - 2617

10/05/86

FARMINGDALE, NY

A/C Reg. No. N66256

Time (Lcl) - 1440 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2750 10/16/86 FISHERS ISLAND, NY A/C Reg. No. N2830Y Time (Lcl) - 1520 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	0	1	0	0
Accident Occurred During -TAKEOFF		2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182E	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

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	WESTERLY, RI	ELIZABETH FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2054/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 81
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 22
		Instrument- 2
		Last 30 Days- 10
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 182 TAKING OFF ON RWY 25 COLLIDED WITH A PIPER PA-28-181 WHICH WAS LANDING ON RWY 12. THE COLLISION OCCURRED IN THE INTERSECTION OF THE TWO RUNWAYS. THE TWO OCCUPANTS OF THE CESSNA WERE SERIOUSLY INJURED AND THE TWO OCCUPANTS OF THE PIPER WERE FATALLY INJURED IN THE ACCIDENT. BOTH AIRCRAFT WERE DESTROYED BY FIRE. NO RADIO TRANSMISSIONS WERE HEARD FROM THE PIPER PRIOR TO LANDING. THE CESSNA PILOT WAS HEARD TO HAVE TRANSMITTED HIS INTENTIONS TO TAKEOFF ON UNICOM FREQUENCY BUT WAS NOT OBSERVED TO MAKE A CLEARING 360 GROUND TURN PRIOR TO TAKEOFF. HIGH TERRAIN PREVENTS A PILOT ON THE GROUND AT RWY 25 FROM SEEING THE APPROACH END OF RWY 12. THE PASS'G ON THE PIPER, WHO WAS A PRIVATE PLT WAS DOCUMENTED AS BEING REMOVED FROM THE LEFT FRONT SEAT OF THE ACFT. THE PIPER ALSO FLEW AN INCORRECT TRAFFIC PATTERN ACCORDING TO WITNESSES.

Brief of Accident (Continued)

File No. - 2750

10/16/86

FISHERS ISLAND, NY

A/C Reg. No. N2830Y

Time (Lc1) - 1520 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. VFR PROCEDURES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. TERRAIN CONDITION - HIGH VEGETATION
3. OBJECT - AIRCRAFT MOVING ON GROUND
4. TRAFFIC ADVISORY - NOT ISSUED - PILOT OF OTHER AIRCRAFT
5. LIGHT CONDITION - DAYLIGHT
6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

----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) 4

Brief of Accident

File No. - 2750 10/16/86 FISHERS ISLAND, NY A/C Reg. No. N3962M Time (Lcl) - 1520 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier	-YANKEE AIRWAYS	DESTROYED		Fatal	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Serious	Minor
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0
Accident Occurred During	-LANDING		Other	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-O4M	ELT Installed/Activated	- YES-UNK/NR
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	ON AIRPORT
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	ELIZABETH FIELD
Wind Dir/Speed	- CALM	Runway Ident
Visibility	- 20.0 SM	- 12
Lowest Sky/Clouds	- SCATTERED	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2850/ 150
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- DAYLIGHT	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
ME LAND	Months Since	- 4	- 25000
	Aircraft Type	- PA-28	Make/Model
			- 18000
			Instrument
			- 785
			Multi-Eng
			- 6900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182 TAKING OFF ON RWY 25 COLLIDED WITH A PIPER PA-28-181 WHICH WAS LANDING ON RWY 12. THE COLLISION OCCURED IN THE INTERSECTION OF THE TWO RUNWAYS. THE TWO OCCUPANTS OF THE CESSNA WERE SERIOUSLY INJURED AND THE TWO OCCUPANTS OF THE PIPER WERE FATALLY INJURED IN THE ACCIDENT. BOTH AIRCRAFT WERE DESTROYED BY FIRE. NO RADIO TRANSMISSION WERE HEARD FROM THE PIPER PRIOR TO LANDING. THE CESSNA PILOT WAS HEARD TO HAVE TRANSMITTED HIS INTENTIONS TO TAKEOFF ON UNICOM FREQUENCY BUT WAS NOT OBSERVED TO MAKE A CLEARING 360 GROUND TURN PRIOR TO TAKEOFF. HIGH TERRAIN PREVENTS A PILOT ON THE GROUND AT RWY 25 FROM SEEING THE APPROACH END OF RWY 12. THE PASS'G ON THE PIPER, WHO WAS A PRIVATE PLT, WAS DOCUMENTED AS BEING REMOVED FROM THE LEFT FRONT SEAT OF THE ACFT. THE PIPER ALSO FLEW AN INCORRECT TRAFFIC PATTERN ACCORDING TO WITNESSES.

Brief of Accident (Continued)

File No. - 2750

10/16/86

FISHERS ISLAND, NY

A/C Reg. No. N3962M

Time (Lc1) - 1520 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
 2. LIGHT CONDITION - DAYLIGHT
 3. OBJECT - AIRCRAFT MOVING ON GROUND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. TRAFFIC ADVISORY - NOT ISSUED - PILOT IN COMMAND
 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) 1,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 2624 10/18/86 BEEKMAN,NY A/C Reg. No. N1207J Time (Lcl) - 1420 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN 112
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1D6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/009 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
POUGHKEEPSIE,NY
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Age - 65
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	- 2750
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED DUTCHESS COUNTY AIRPORT, POUGHKEEPSIE, NY, AND HAD AN ENGINE FAILURE DUE TO INADEQUATE LUBRICATION. THE OIL FILTER WAS FOUND DISCONNECTED FROM THE ENGINE. AT DUTCHESS COUNTY AIRPORT PARKING AREA, FRESH OIL WAS FOUND ON THE GRASS PARKING AREA AND TAXIWAY TO THE RWY USED BY N1207J FOR DEPARTURE. THE ENGINE FAILED 5 MINS AFTER TAKEOFF DUE TO OIL DEPLETION. DURING THE ATTEMPT TO MAKE A FORCED LANDING THE PLT WAS OBSERVED TO MAKE A 180 DEGREE TURN DURING WHICH THE ACFT LOST ALTITUDE AND AIRSPEED. THE RESULTANT STALL ENDED IN A STEEP RIGHT WING DOWN DESCENT AND IMPACT WITH THE TERRAIN. THE ACFT WAS DESTROYED BY IMPACT AND POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2624

10/18/86

BEEKMAN,NY

A/C Reg. No. N1207J

Time (Lc1) - 1420 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. LUBRICATING SYSTEM - DISCONNECTED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - UNCONTROLLED - 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) 1,2,4,5

Brief of Accident

File No. - 2668 11/16/86 STORMVILLE, NY A/C Reg. No. N93523 Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL C75-12	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DUANESBURG, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STORMVILLE, NY	STORMVILLE
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3320/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	STOP AND GO	
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)
PRIVATE	Current - YES	Total - 830
SE LAND	Months Since - 3	Make/Model- 830
	Aircraft Type - UNK/NR	Instrument- 80
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING APCH, APRX 1/2 MILE FROM TOUCHDOWN, THE ACFT DESCENDED BELOW THE VISUAL GLIDEPATH. RECOVERY WAS ATTEMPTED WITH THE APPLICATION OF POWER, HOWEVER, THE ACFT MUSHED INTO A FIELD SHORT OF THE RWY. THE ACFT ROLLED, STRUCK A ROADWAY AT THE RWY THRESHOLD AND BOUNCED ONTO THE ARPT IN A LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2668

11/16/86

STORMVILLE,NY

A/C Reg. No. N93523

Time (Lcl) - 1230 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2669 11/23/86 MONTGOMERY,NY A/C Reg. No. N58380 Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER J3
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 - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUSSEX,NJ
Destination
MONTGOMERY,NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ORANGE
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)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2880
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- 5
Last 90 Days- 25
Multi-Eng - 50
Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING IN THE MIDDLE OF THE TAXIWAY THE PROPELLER OF N58380 CONTACTED THE WING OF N7416T. N58380 THEN ROTATED AND IT'S WING CONTACTED THE WING OF N7416T. N7416T WAS STOPPED ALONGSIDE THE TAXIWAY WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2669

11/23/86

MONTGOMERY, NY

A/C Reg. No. N58380

Time (Lc1) - 1045 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2669 11/23/86 MONTGOMERY,NY A/C Reg. No. N7416T Time (Lcl) - 1045 EST

-----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	0	0	0	0
Accident Occurred During -STANDING		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORANGE
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 - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 2	Make/Model- 150
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING IN THE MIDDLE OF THE TAXIWAY THE PROPELLER OF N58380 CONTACTED THE WING OF N7416T. N58380 THEN ROTATED AND IT'S WING CONTACTED THE WING OF N7416T. N7416T WAS STOPPED ALONGSIDE THE TAXIWAY WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2669

11/23/86

MONTGOMERY, NY

A/C Reg. No. N7416T

Time (Lcl) - 1045 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2623 11/28/86 GUILDERLAND CNT,NY A/C Reg. No. N704EK Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BINGHAMTON,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WURTSBORO,NY	
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ROUGH
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 89 Last 24 Hrs - 4
	Months Since - N/A	Make/Model- 56 Last 30 Days- 5
	Aircraft Type - N/A	Instrument- 2 Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, ON A SOLO 30 NM X-COUNTRY TRAINING FLT, BECAME LOST WHILE USING VOR NAVIGATION. A PRECAUTIONARY LANDING WAS MADE IN AN INDUSTRIAL PARK. THE ACFT COLLIDED WITH A STACK OF SLATE DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2623

11/28/86

GUILDERLAND CNT,NY

A/C Reg. No. N704EK

Time (Lcl) - 1620 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADEQUATE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2670 11/30/86 PINE BUSH,NY A/C Reg. No. N8297Y Time (Lc1) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	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-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- 270/010 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
TETERBORO,NJ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 850
Make/Model- 350
Instrument- 47
Multi-Eng - 65
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 378

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT WERE PRACTICING A SIMULATED ENG FAILURE WHEN THE ACCIDENT OCCURRED. AT 1700 FT MSL, DURING THE SIMULATED EMERGENCY DESCENT, THE CFI APPLIED FULL THROTTLE TO TERMINATE THE SIMULATION AND ENG PWR COULD NOT BE REGAINED. DURING THE FORCED LANDING APCH, THE ACFT CONTACTED TREES AND A PIECE OF FARM EQUIPMENT. CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2670

11/30/86

PINE BUSH, NY

A/C Reg. No. N8297Y

Time (Lcl) - 1130 EST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident

File No. - 2673 11/30/86 WURTSBORD,NY A/C Reg. No. N1222S Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire		Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	NONE		Crew	0	Serious	0
Accident Occurred During	-LANDING			Pass	0	Minor	0
						None	1
							0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS 2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WURTSBORD	
Wind Dir/Speed	- 340/008 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 20000 FT THIN BKN	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 41	Last 24 Hrs - UNK/NR
	Months Since - 11	Make/Model - 33	Last 30 Days - 1
GLIDER	Aircraft Type - 2-33A	Instrument - 0	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING A SCHWEIZER SGS-233 WHEN HE STARTED TO GET INTO A PILOT INDUCED OSCILLATION. THE OSCILLATIONS INCREASED AND THE AIRCRAFT IMPACTED IN A NOSE LOW ATTITUDE. THE PILOT SAID THE ACCIDENT COULD HAVE BEEN PREVENTED WITH LESS CONTROL INPUT, TIMELY USE OF DIVE BRAKED AND LESS AIRSPEED ON FINAL APCH.

Brief of Accident (Continued)

File No. - 2673

11/30/86

WURTSBORO, NY

A/C Reg. No. N1222S

Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2635 12/21/86 KINGSTON,NY A/C Reg. No. N64342 Time (Lc1) - 1010 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
Other 0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KINGSTON-ULSTER
Runway Ident - 33
Runway Lth/Wid - 3250/ 20
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 68
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1360	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 172M, N64342, WAS ON HIS INITIAL CLIMB AFTER TAKING OFF ON RUNWAY 33 AT THE UNCONTROLLED KINGSTON-ULSTER AIRPORT WHEN THE PILOT FAILED TO SEE CESSNA 177, N2981X, OR HEAR, ON THE UNICOM FREQUENCY, THE TRANSMISSIONS BY N2981X WHO WAS ON HIS FINAL APPROACH TO THE RUNWAY WHEN N64342 INITIATED HIS TAKEOFF. N2981X INITIATED A GO-AROUND ON THE THE RUNWAY HEADING. N64342 CONTINUED IN HIS CLIMB AND THE AIRCRAFT COLLIDED AT A HEIGHT OF ABOUT 300 FT AGL OVER THE RUNWAY. THE PILOT OF N64342 LOST CONTROL OF THE AIRCRAFT WHEN THE OTHER AIRCRAFT'S PROPELLER MADE MULTIPLE STRIKES ON THE OUTBOARD TOP OF HIS RIGHT WING AND THE AIRCRAFT DROVE INTO THE GROUND IN A NEAR VERTICAL ATTITUDE AND BURST INTO FLAMES. THE PILOT OF N2981X EXECUTED A RIGHT APPROACH BACK TO THE AIRFIELD AND LANDED SAFELY.

Brief of Accident (Continued)

File No. - 2635

12/21/86

KINGSTON, NY

A/C Reg. No. N64342

Time (Lc1) - 1010 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - IMPROPER - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2635 12/21/86 KINGSTON, NY A/C Reg. No. N2981X Time (Lcl) - 1010 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2
Other	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 360/010 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
HUDSON, NY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

KINGSTON-ULSTER
Runway Ident - 33
Runway Lth/Wid - 3250/ 20
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 945
Last 24 Hrs - 2
Make/Model- 945
Last 30 Days- UNK/NR
Instrument- 28
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 172M, N64342, WAS ON HIS INITIAL CLIMB AFTER TAKING OFF ON RUNWAY 33 AT THE UNCONTROLLED KINGSTON-ULSTER AIRPORT WHEN THE PILOT FAILED TO SEE CESSNA 177, N2981X, OR HEAR, ON THE UNICOM FREQUENCY, THE TRANSMISSIONS BY N2981X WHO WAS ON HIS FINAL APPROACH TO THE RUNWAY WHEN N64342 INITIATED HIS TAKEOFF. N2981X INITIATED A GO-AROUND ON THE RUNWAY HEADING. N64342 CONTINUED IN HIS CLIMB AND THE AIRCRAFT COLLIDED AT A HEIGHT OF ABOUT 300 FT AGL OVER THE RUNWAY. THE PILOT OF N64342 LOST CONTROL OF THE AIRCRAFT WHEN THE OTHER AIRCRAFT'S PROPELLER MADE MULTIPLE STRIKES ON THE OUTBOARD TOP OF HIS RIGHT WING AND THE AIRCRAFT DOVE INTO THE GROUND IN A NEAR VERTICAL ATTITUDE AND BURST INTO FLAMES. THE PILOT OF N2981X EXECUTED A RIGHT APPROACH BACK TO THE AIRFIELD AND LANDED SAFELY.

Brief of Accident (Continued)

File No. - 2635

12/21/86

KINGSTON, NY

A/C Reg. No. N2981X

Time (Lc1) - 1010 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 3. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - IMPROPER - PILOT IN COMMAND
-

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2699 12/31/86 YORKTOWN HGTS,NY A/C Reg. No. N9195U Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAITHERSBURG,MD
Destination
BROOKHAVEN,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 - VFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 96	Last 24 Hrs - 3
Make/Model- 87	Last 30 Days- UNK/NR
Instrument- 8	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EN ROUTE FROM GAITHERSBURG, MARYLAND TO BROOKHAVEN, NEW YORK, EXPERIENCED FUEL EXHAUSTION AND WAS FORCED LANDED IN A ROUGH MEADOW AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2699

12/31/86

YORKTOWN HGTS,NY

A/C Reg. No. N9195U

Time (Lc1) - 0930 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2754 8/15/86 WEST MIFFLIN, PA A/C Reg. No. N27EE Time (Lcl) - 2247 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	2	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-46-310P	Eng Make/Model - CONTINENTAL TS10-520-BE	ELT Installed/Activated - YES/YES
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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PITTSBURGH, PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PHILADELPHIA, PA	
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- HAZE		
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)
COMMERCIAL, CFI	Current - YES	Total - 1166
SE LAND, ME LAND	Months Since - 10	Make/Model- 127
	Aircraft Type - C-172RG	Instrument- 97
		Multi-Eng - 187
		Last 24 Hrs - 1
		Last 30 Days- 127
		Last 90 Days- 284

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 2232 EDT, THE ACFT WAS CLIMBING TO 15000 FEET WHEN THE PILOT REPORTED A LOW OIL PRESSURE LIGHT. ATC ADVISED JIMMY STEWART FIELD IS ABOUT ELEVEN THIRTY AND 15 MILES. AFTER THE PILOT ASKED, "IS THAT A TOWER FIELD?", ATC ADVISED HE DID NOT KNOW, WESTMORELAND COUNTY IS AT TWO O'CLOCK AND ABOUT 15 MILES, TURN RIGHT 180 DEGREES, DESCEND AND MAINTAIN 4000 FEET. AT 2233 EDT, ATC SAID THAT THEY BELIEVE WESTMORELAND COUNTY TOWER IS CLOSED DOWN. THE PILOT SAID THAT HE WAS THINKING OF WHERE HE SHOULD GO AND ATC ADVISED PITTSBURGH'S 35 MILES AWAY IF YOU CAN MAKE THAT. AT 2234:35 EDT, THE ACFT WAS RETURNING TO PITTSBURGH WHEN THE PILOT REPORTED ZERO OIL PRESSURE AND AN OIL LIGHT. AT 2237:27 EDT, THE PILOT REPORTED AN EMERGENCY. FLT WAS CLEARED TO ALLEGHENY CO ARPT & ADVISED MONROEVILLE ARPT 230 HDG & 5 MI. THE ACFT CRASHED AT 2247 EDT. THE INVESTIGATION SHOWED A LOOSE FLANGE NUT ON LEFT TURBO CHARGER FEED LINE FINGER TIGHT. TEST PRODUCED A STEADY LEAK. AT SITE OIL COVERED BOTTOM OF FUSELAGE AND EMPENNAGE.

Brief of Accident (Continued)

File No. - 2754

8/15/86

WEST MIFFLIN, PA

A/C Reg. No. N27EE

Time (Lcl) - 2247 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM, OIL TUBING - LOOSE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. FLUID, OIL - EXHAUSTION
4. ENGINE ASSEMBLY - FAILURE, PARTIAL
5. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2680 9/29/86 BEAVER FALLS, PA A/C Reg. No. N5244K Time (Lcl) - 1914 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	2	0	0

-----Aircraft Information-----

Make/Model - RYAN NAVION
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 5

Eng Make/Model - LYCOMING GO-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
BEAVER FALLS, PA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/005 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
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) - UNK/NR

-----Narrative-----

THE PLT STATED THAT THE ACFT EXPERIENCED ENGINE PROBLEMS DURING CRUISE FLT AND CRASHED ABOUT ONE MILE NORTHEAST OF BEAVER FALLS, PA. POST ACCIDENT TESTING REVEALED THAT THE ENGINE WAS CAPABLE OF DEVELOPING POWER IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THEREFORE, THE ENGINE PROBLEMS EXPERIENCED DURING THE FLT WERE UNDETERMINED. THE PLT DID NOT FILE AN ACCIDENT REPORT. THE PLTS FLT TIME WAS NOT AVAILABLE.

Brief of Accident (Continued)

File No. - 2680

9/29/86

BEAVER FALLS, PA

A/C Reg. No. N5244K

Time (Lc1) - 1914 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----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. - 2667 10/21/86 JULIAN, PA A/C Reg. No. N40KG Time (Lcl) - 1630 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 - CENTAIR 101A	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 - 900	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	LOCAL	Runway Ident - 25
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - 3000/ 50
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds -	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling -	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 2565
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 303
		Multi-Eng - 1635
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD DECIDED TO LAND FOLLOWING A 41 MINUTE FLT. THE PLT REPORTED HIS AIRSPEED WAS TOO FAST DURING THE LANDING APCH AND HE OVER COMPENSATED WHICH RESULTED IN TOO SLOW OF AN AIRSPEED. THE GLIDER TOUCHED DOWN HARD, BECAME AIRBORNE AND LANDED HARD A SECOND TIME. THE EMPENNAGE WAS SUBSTANTIALLY DAMAGED DURING THE HARD LANDING.

Brief of Accident (Continued)

File No. - 2667

10/21/86

JULIAN, PA

A/C Reg. No. N40KG

Time (Lc1) - 1630 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2672 11/28/86 EIGHTY FOUR,PA A/C Reg. No. N6314Q Time (Lcl) - 1345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious

0
1

Minor

1
0

None

0
0

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 210/005 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST MIFFLIN,PA
Destination
WEST MIFFLIN,PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
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
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - M20F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1379 Last 24 Hrs - UNK/NR
Make/Model- 1063 Last 30 Days- UNK/NR
Instrument- 37 Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED EXPERIENCING A RISE IN THE ACFT'S EGT AND A LOSS OF POWER DURING CRUISE FLT. A FORCED LANDING WAS MADE DURING WHICH THE ACFT CONTACTED TREES. EXAMINATION OF THE FUEL SYSTEM SHOWED THAT BOTH THE MAIN FUEL SCREEN AND THE MICRO SCREEN IN THE FUEL INJECTION SYSTEM CONTAINED CONTAMINATION. SOURCE OF THE CONTAMINATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2672

11/28/86

EIGHTY FOUR,PA

A/C Reg. No. N6314Q

Time (Lc1) - 1345 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,STRAINER - CONTAMINATION
2. FUEL SYSTEM,STRAINER - BLOCKED(PARTIAL)
3. FUEL SYSTEM,SCREEN - CONTAMINATION
4. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2605 12/21/86 LEHIGHTON, PA A/C Reg. No. N54482 Time (Lcl) - 1220 EST

-----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-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/015 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEHIGHTON, PA

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

JAKE ARNER MEMORIAL

Runway Ident - 08

Runway Lth/Wid - 3000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND, ME LAND

HELICOPTER

Age - 31

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 757 Last 24 Hrs - 5

Make/Model- 280 Last 30 Days- UNK/NR

Instrument- 60 Last 90 Days- 103

Multi-Eng - 13 Rotorcraft - 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

STUDENT PILOT WITH A CERTIFIED FLIGHT INSTRUCTOR WHILE ON THE LANDING ROLL ENCOUNTERED A CROSSWIND. DIRECTIONAL CONTROL WAS LOST THE AIRCRAFT DEPARTED THE RUNWAY CAUSING SUBSTANTIAL DAMAGE DUE COMING TO FINAL REST IN A DITCH.

Brief of Accident (Continued)

File No. - 2605

12/21/86

LEHIGHTON, PA

A/C Reg. No. N54482

Time (Lc1) - 1220 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2663 11/03/86 MEMPHIS, TN A/C Reg. No. N50736 Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150J	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	MEMPHIS, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GENERAL DEWITT SPAIN
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
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- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - 150
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO ITS DISCOVERY ON MAY 20, 1987, THIS ACFT HAD LAST BEEN SEEN ON X-WIND LEG ON CLIMB OUT AFTER A TOUCH AND GO AT DEWITT SPAIN ARPT. PARTS OF THE ACFT WERE RECOVERED FROM THE MISSISSIPPI RIVER NORTHWEST OF THE ARPT. THE PLT'S REMAINS HAD NOT BEEN RECOVERED, HOWEVER, HE IS PRESUMED TO HAVE RECEIVED FATAL INJURIES IN THE ACCIDENT. WITNESSES REPORTED THAT THE AMBIENT CONDITIONS WERE DARK NIGHT WITH RESTRICTED VISIBILITY. THE PILOT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 2663

11/03/86

MEMPHIS, TN

A/C Reg. No. N50736

Time (Lcl) - 1800 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - HAZE
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - NOT MAINTAINED -- PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2625 5/02/86 HOUSTON, TX

A/C Reg. No. N69668

Time (Lcl) - 0517 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

Crew
Pass

	Fatal	Serious	Minor	None
Injuries				
0	1	0	0	
0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470-VO
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 010/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ARCOLA, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

HOUSTON INTERCONTINENTAL
Runway Ident - 08
Runway Lth/Wid - 9401/ 150
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 24

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 1133	Last 24 Hrs - 1
Make/Model-	74	Last 30 Days- UNK/NR
Instrument-	141	Last 90 Days- 341
Multi-Eng -	253	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG NGT VISUAL APCH, PLT ENCTRD DTRTG WX, GOT VECTORS FOR ILS RWY 8 APCH, WAS CLRD FOR APCH AT 0511 CDT. ON FINAL APCH, HE NOTED HIS #1 & #2 ILS'S GIVING ERRATIC LOC & G/S INFO (BUT FUNCTIONING) & THAT HIS LOC COURSE DEVIATION INFO DIDN'T AGREE WITH ADF, BUT HE CONTD APCH. AT 0512, HE HEARD ANOTHER FLT (LNDG ON RWY 14L) RPRT BRKG OUT OF CLDS AT MINS (200' AGL). AT 0513, THE PLT WAS ADZD THE LATEST WX WAS: 200' BRKN, VIS 3 MI. WHILE THE PLT WAS INTERPRETING INSTRUMENTS, THE ACFT BRK OUT OF CLDS & HIT TREES APRX 3/4 MI LEFT OF COURSE, THEN CRASHED & BURNED. ARPT HAD ILS'S FOR RWYS 8 & 26 (WITH DIFFERENT IDENTIFIERS) THAT USED SAME X-MITTER & FREQ FOR THE LOC. THERE WAS EVIDENCE THE X-MITTER WAS SET FOR RWY 26 & THE PLT DIDN'T ID THE SIGNAL. FLT CHK SHOWED ILS WLD HAVE PROVIDED A USABLE SIGNAL IN THAT CONFIGURATION, BUT WITH BACK COURSE (REVERSE) LOC SENSING COMMANDS. TWR CTLR THOUGHT ILS WAS SET FOR RWY 8, BUT DIDN'T RECALL CHGG IT FM RWY 26. ATIS HADN'T BEEN UPDATED SINCE 0011 CDT. 0529 WX: 100' OVC, 3/4 MI VIS WITH FOG (1/4 MI VIS AT TWR). ATCT SUPV NOT IN TWR CAB

Brief of Accident (Continued)

File No. - 2625

5/02/86

HOUSTON, TX

A/C Reg. No. N69668

Time (Lcl) - 0517 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. METEOROLOGICAL SERVICES, ATIS - INACCURATE
4. UPDATING OF RECORDED WEATHER INFORMATION - NOT PERFORMED - ATC PSNL(LCL/GND/CLNC)

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation APPROACH

Finding(s)

5. CONTROL TOWER SERVICE - IMPROPER - ATC PSNL(LCL/GND/CLNC)
6. SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
7. APPROACH AIDS, COMPLETE ILS - NOT OPERATING
8. NAV AID SIGNAL - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

9. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
10. OBJECT - TREE(S)
11. DECISION HEIGHT - NOT IDENTIFIED - 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) 5,6,7,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2638 6/18/86 GALVESTON, TX A/C Reg. No. N5796T Time (Lcl) - 0955 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-355F-1
Landing Gear - FLOAT
Max Gross Wt - 4600
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20F
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HIGH ISLAND 571, TX
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

HIGH ISLAND 571 PLATFORM
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - METAL/WOOD
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - AS-355

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	7790	Last 24 Hrs	-	2
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Make/Model-	33	Last 30 Days-	UNK/NR
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Instrument-	80	Last 90 Days-	87
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Rotorcraft	-	7790
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE APCHG AN OIL DRILLING PLATFORM FOR A LNDG, HE OBSERVED THE MAIN ROTOR BLADES GO OUT OF TRACK ABOUT 8 TO 10 INCHES. HE ALSO RPRTD THE HELICOPTER DEVELOPED A 1:1 VERTICAL VIBRATION. DRG THE LNDG, THE HELICOPTER ENTERED INTO GROUND RESONANCE & THE PLT IMMEDIATELY SHUT DOWN BOTH ENGINES. AN EXAM OF THE HELICOPTER REVEALED THE LEFT FORWARD TRANSMISSION SUPPORT BAR (TSB) WAS BUCKLED & CRACKED AT MIDSPAN. A METALLURGICAL EXAM OF THE FRACTURE AREA ON THE TSB REVEALED EXTENSIVE, LOW CYCLE, HIGH AMPLITUDE, FATIGUE CRACKING. THERE WAS EVIDENCE THAT THE PROPAGATION TIME OF THE FATIGUE OCCURRED OVR ABOUT 5 HRS OF OPN. THE INV DID NOT REVEAL WHEN THE ORIGINAL BUCKLING OF THE TSB OCCURRED. NO HISTORY OF A PREV HARD LNDG OR GND REASONANCE WAS FND. ALSO, THE RED ARM OF THE STARFLEX HAD FAILED; AN EXAM INDCD IT HAD RUPTURED EITHER UNDER STATIC LOADS, OR VERY RAPIDLY UNDER HI DYNAMIC LOADS. WHEN TESTED, EXTN & RETRACTION TIMES OF LNDG GEAR DAMPERS WERE 8.34 TO 10.38 SEC; AFTER ACDNT, TIME LMTS ESTABLISHED AT 6 TO 13 SEC, PREVIOUSLY 11.1 TO 13.1 SEC

Brief of Accident (Continued)

File No. - 2638

6/18/86

GALVESTON, TX

A/C Reg. No. N5796T

Time (Lc1) - 0955 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH

Finding(s)

1. FUSELAGE - VIBRATION
2. PLANNED APPROACH - CONTINUED -

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

3. UNDETERMINED
4. FUSELAGE, ATTACHMENT - FATIGUE
5. ROTOR SYSTEM, MAIN ROTOR HUB ANTIFLAP RESTRAINER - FAILURE, TOTAL

-----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. - 2717 7/12/86 SANTA FE, TX A/C Reg. No. N61442 Time (Lcl) - 1849 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0	0
Accident Occurred During -DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-CB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	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	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4407
SE LAND,ME LAND	Months Since - 2	Make/Model- 252
	Aircraft Type - BE-36	Instrument- 720
		Multi-Eng - 755
		Last 24 Hrs - 2
		Last 30 Days- 38
		Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PVT PLT & INSTRUCTOR (CFI) WERE ON A LCL FLT WITH A 3RD OCCUPANT ABOARD. THE PURPOSE OF THE FLT WAS TO PROVIDE DUAL INSTRUCTION TO THE PVT PLT SO HE COULD OBTAIN A MULTI-ENG RATING. AT 1818, 1 OF THE PLTS CONTACTED HOUSTON TRACON & REQD RADAR ADZY & SAID THEY INTENDED TO DO SOME AIR WORK IN THE AREA. THE LAST TRANSMISSION WITH THE ACFT WAS AT 1847 WHEN THE CTLR ADDD THEY WERE CLR OF OTR TRAFFIC. APRX 4 MIN LATER, RADAR CONTACT WAS LOST. THE ACFT WAS FND WHERE IT HAD IMPACTED THE GND IN A RELATIVELY FLAT, WINGS LVL ATTITUDE. AN INV REVEALED EVIDENCE THE ACFT WAS SPINNING LEFT WHEN IT CRASHED. RADAR DATA SHOWED EVIDENCE THAT THE PLTS HAD MADE A SERIES OF STALLS JUST BFR THE ACFT ENTERED A RAPID DSCNT FM APRX 7800' (DENSITY ALT APRX 10,250'). FOR THE ACFT'S WT & CONFIGURATION, STALL SPEED (VS) WAS DETERMINED TO BE 81 KTS. THE PUBLISHED MIN CTL SPEED (SEA LVL CONDS) WAS 81 KTS & THE INTENTIONAL 1 ENG INOP SPEED (VSSE) WAS 86 KTS.

Brief of Accident (Continued)

File No. - 2717

7/12/86

SANTA FE, TX

A/C Reg. No. N61442

Time (Lcl) - 1849 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. MANEUVER - PERFORMED -
3. AIRSPEED(VS) - NOT MAINTAINED -
4. AIRSPEED(VMC) - NOT POSSIBLE -
5. STALL/SPIN - INADVERTENT - DUAL STUDENT
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
9. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7,9

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2748 1/17/86 LOUDON COUNTY, VA A/C Reg. No. N802EA Time (Lcl) - 1851 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	7	
				0	0	0	124	

-----Aircraft Information-----

Make/Model	- BOEING 727-225	Eng Make/Model	- P&W JT8D-7	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 172000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MIAMI, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WASHINGTON, DC	DULLES INT'L AIRPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19R
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 11501/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10758
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 2324
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RT MAIN LNDG GEAR WOULD NOT EXTEND FOR LNDG AT WASH NATL ARPT. THE LNDG WAS ABORTED AND THE CREW ATTEMPTED TO CORRECT THE SITUATION BUT WERE UNSUCCESSFUL. AN EMERGENCY GEAR-UP LNDG WAS MADE AT DULLES INTERNATL ARPT. THE CREW AND PASSG EVACUATED WITHOUT INJURY. POST ACC EXAM SHOWED THAT THE RT DOWNLOCK LINK BEARING HAD CORRODED AND SEIZED; BOEING PART #BACB10B107J. THERE IS NO EXTERNAL PROVISION FOR LUBRICATION OF THIS PART AND NO REQUIREMENT FOR DISASSEMBLY TO INSPECT OR LUBRICATE. AN "INSTALLED" INSPECTION WAS DONE AT "A" CHECKS EACH 130 HRS AND "C" CHECKS EVERY 36 DAYS. THE MOST RECENT WAS AN "A" CHECK ON 10/28/85.

Brief of Accident (Continued)

File No. - 2748

1/17/86

LOUDON COUNTY, VA

A/C Reg. No. N802EA

Time (Lcl) - 1851 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - CORRODED
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT - COMPANY/OPERATOR MGMT
 4. INSUFFICIENT STANDARDS/REQUIREMENTS - MANUFACTURER
 5. MAINTENANCE, LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
 6. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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. - 2616 2/07/86 LYNCHBURG, VA

A/C Reg. No. N9477C

Time (Lcl) - 2317 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

2

1

Injuries

Serious

0

2

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 244/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 100 FT PART OBS
Lowest Ceiling - UNK/NR
Obstructions to Vision - UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ELBERTON, GA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LYNCHBURG MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 5799/ 150
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 33

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 - 3000
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD DEPARTED ELBERTON, GEORGIA AT ABOUT 2043 HOURS ON AN IFR FLIGHT PLAN TO LYNCHBURG, VIRGINIA. AFTER FAILING TO DESCEND OUT OF 4000 FEET DURING THE FIRST APPROACH, N9477C WAS VECTORED AROUND FOR A SECOND ILS APPROACH TO RUNWAY 3. SINCE THE TOWER CONTROLLER HAD GONE OFF DUTY THE SEQUENCE FLASHING LIGHTS FOR THAT RUNWAY WERE ACTIVATED BY THE PILOT. WEATHER RECORDING INSTRUMENTS ON THE FIELD INDICATED THAT THEY HAD BEEN ACTIVATED DURING THE FIRST APPROACH BUT HAD GONE OUT 8 MINUTES BEFORE THE ACCIDENT DURING THE TIME THE AIRCRAFT WAS BEING VECTORED BACK TO THE ILS LOCALIZER. THE AIRCRAFT IMPACTED TREES AND THE GROUND JUST SHORT OF AND TO THE LEFT OF THE APPROACH END OF RUNWAY 3.

Brief of Accident (Continued)

File No. - 2616

2/07/86

LYNCHBURG, VA

A/C Reg. No. N9477C

Time (Lc1) - 2317 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. TERRAIN CONDITION - GROUND
 2. OBJECT - TREE(S)
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND
 5. MISSED APPROACH - DELAYED - PILOT IN COMMAND
 6. WEATHER CONDITION - FOG
 7. WEATHER CONDITION - LOW CEILING
 8. LIGHT CONDITION - NIGHT
-

----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) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2732 4/18/86 WAYNESBORO, VA A/C Reg. No. N99PT Time (Lcl) - 1910 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - TAYLOR LONSDALE KR-2	Eng Make/Model - HAP I, INC. 60-2D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1013	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

WAYNESBORO
Runway Ident - 23
Runway Lth/Wid - 2000/ 50
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 570 Last 24 Hrs - 1
Make/Model- 2 Last 30 Days- 18
Instrument- 0 Last 90 Days- 32
Multi-Eng - 39

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPORT OPERATOR, CALEB GLICK, WAS DRIVING ON A ROAD ADJACENT TO THE AIRPORT WHEN HE OBSERVED THE AIRCRAFT TURNING BASE FOR RUNWAY 23 AT WAYNESBORO AIRPORT. SHORTLY THERAFTER HE LOST SIGHT OF N99PT AND NEXT OBSERVED IT AS IT COLLIDED WITH THE GROUND IN BACK OF HIS CAR. WRECKAGE AND IMPACT INFORMATION INDICATED THAT THE AIRCRAFT COLLIDED WITH THE GROUND IN A NOSE DOWN ATTITUDE SIMILAR TO THAT FOUND IN A DEVELOPING STALL SITUATION. AIRCRAFT AND ENGINE EXAMINATION DID NOT DISCLOSE ANY MALFUNCTIONS HOWEVER THE AIRCRAFT RECORDS INDICATED THAT THE AIRCRAFT WAS ABOUT 50 POUNDS OVER THE DESIGNER'S ORIGINAL WEIGHT. IN ADDITION, THE OPERATING LIMITATIONS FOR THE AIRCRAFT CAUTIONED AGAINST OPERATION OVER THE ORIGINAL WEIGHT.

Brief of Accident (Continued)

File No. - 2732

4/18/86

WAYNESBORO, VA

A/C Reg. No. N99PT

Time (Lc1) - 1910 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2746 7/01/86 LYNCHBURG, VA A/C Reg. No. N133P Time (Lcl) - 2339 EDT

-----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

-----Aircraft Information-----

Make/Model - BEECH 95-B 55	Eng Make/Model - CONTINENTAL IO-470 L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- 040/003 KTS Visibility - 2.000 SM Lowest Sky/Clouds - Lowest Ceiling - 300 FT OVERCAST Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point BUFFALO,NY 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 LYNCHBURG MUNICIPAL Runway Ident - 03 Runway Lth/Wid - 5799/ 150 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - 95-B55	Medical Certificate - EXPIRED Flight Time (Hours) Total - 275 Make/Model- 79 Instrument- 48 Multi-Eng - 79 Last 24 Hrs - 3 Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT FILED AN IFR FLIGHT PLAN INTO KNOWN AND FORECAST IFR WEATHER. DURING HIS SECOND ILS APPROACH TO THE AIRPORT, AFTER THE CONTROL TOWER HAD CLOSED, HE FAILED TO UTILIZE THE AIRCRAFT RADIO TO ILLUMINATE THE APPROACH LIGHTING SYSTEM. THE PILOT FAILED TO LOCATE THE RUNWAY ENVIRONMENT IN SUFFICIENT TIME TO COMPLETE THE ILS LANDING. THEREAFTER, HE LOST CONTROL OF THE AIRCRAFT WHILE ATTEMPTING TO CIRCLE UNDERNEATH THE 300 FOOT CEILING ON THE DARK NIGHT AND THE AIRCRAFT CRASHED INTO TREES ON THE AIRPORT.

Brief of Accident (Continued)

File No. - 2746

7/01/86

LYNCHBURG,VA

A/C Reg. No. N133P

Time (Lcl) - 2339 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
11. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

12. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,9,11

Factor(s) relating to this accident is/are finding(s) 1,4,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2613 9/28/86 ELKWOOD, VA A/C Reg. No. N59942 Time (Lcl) - 0500 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -UNAUTHORIZED	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CULPEPER, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	UNK/NR	CULPEPER CO.
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- GROUND FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT, WHICH WAS STOLEN FROM THE ARPT, COLLIDED WITH THE GROUND IN A STEEP ANGLE APRX ONE MILE SOUTH OF THE ARPT. INSTRUMENT METEOROLOGICAL CONDITIONS EXISTED WITH LOCAL VISIBILITY LESS THAN ONE MILE AS REPORTED BY PERSONS NEAR THE ACCIDENT SITE. THE PLT WAS NOT INSTRUMENT OR MULTIENGINE RATED. THE PLT WAS DENIED A MEDICAL CERTIFICATE ABOUT TWO WEEKS PRIOR TO THE ACCIDENT DUE TO UNCONTROLLED HYPERTENSION AND DIABETES.

Brief of Accident (Continued)

File No. - 2613

9/28/86

ELKWOOD, VA

A/C Reg. No. N59942

Time (Lc1) - 0500 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2743 10/08/86 KEYSVILLE, VA

A/C Reg. No. N7100C

Time (Lc1) - 1305 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C1E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3300 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHESTERFIELD, VA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

KEYSVILLE
Runway Ident - 09
Runway Lth/Wid - 1850/ 350
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 30
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 947
Make/Model-	178
Instrument-	82
Multi-Eng -	10
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	115
Rotorcraft -	486

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT MADE A TAILWHEEL HIGH TOUCHDOWN ON THE 1850 FOOT GRASS STRIP. SHORTLY AFTER TOUCHDOWN, THE NOSE DROPPED AND, ALTHOUGH THE PILOT SAID HE MOVED THE CONTROL STICK FULLY AFT, THE PROPELLER STRUCK THE GROUND, AND THE AIRCRAFT FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2743

10/08/86

KEYSVILLE, VA

A/C Reg. No. N7100C

Time (Lc1) - 1305 EDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2618 10/24/86 HARBORTON, VA A/C Reg. No. N24684 Time (Lcl) - 1350 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire UNK/NR

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	1	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R22B
Landing Gear - SKID
Max Gross Wt - 1370
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/002 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
FRANKLIN, VA
Destination
HARBORTON, VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - WATER-CALM

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, ATP, CFI
SE LAND, ME LAND
HELICOPTER

Age - 61
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 - 22207
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 0
Rotorcraft - 206

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A LOSS OF CONTROL AND THE ACFT ROTATED TO THE RIGHT DURING LANDING APCH. THE AIRSPEED WAS REPORTED AS 30 MPH WITH A DESCENT RATE OF 150 FPM. THE ACFT WAS LESS THAN 50 FT AGL. THE ACFT DESCENDED TO COLLISION WITH THE TERRAIN. EXAMINATION OF THE ACFT DISCLOSED DISCONTINUITY OF THE TAIL ROTOR DRIVE SYSTEM. THE PLATE P/N A947, WHICH COUPLES THE DRIVE YOKE AND TAIL ROTOR ASSEMBLY, WAS FRACTURED. THE ACFT WAS ON ONE OF SEVERAL FLIGHT LEGS FROM TORRANCE, CA, TO PRINCETON, NJ. THE ACFT HAD 74 HRS TOTAL TIME.

Brief of Accident (Continued)

File No. - 2618

10/24/86

HARBORTON,VA

A/C Reg. No. N24684

Time (Lc1) - 1350 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - DISCONNECTED
 2. DIRECTIONAL CONTROL - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2602 11/17/86 DANVILLE, VA A/C Reg. No. N43905 Time (Lcl) - 0015 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2440
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-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- UNK/NR
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DANVILLE MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 83
Last 24 Hrs - 1
Make/Model- 13
Last 30 Days- 2
Instrument- 1
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED FLYING AROUND THE AIRPORT AS THE WEATHER DETERIORATED. THE PILOT HAD ELECTED TO DEPART AT ABOUT 2345 EST AFTER OBTAINING A WEATHER BRIEFING 6 & 1/2 HOURS BEFORE. THE PLT HAD A TOTAL OF ABOUT 83 HOURS FLYING TIME AND DID NOT HAVE ANY INSTRUMENT TIME LOGGED IN HIS LOGBOOK SINCE OBTAINING HIS PRIVATE PLT CERTIFICATE OVER A YEAR PRIOR TO THIS ACCIDENT. WITNESSES SAW THE ACFT DISAPPEAR IN AND OUT OF FOG. THE ACFT COLLIDED WITH TREES IN A RIGHT WING LOW, RIGHT TURN BEFORE COMING TO REST NEXT TO AN ABANDONED HOUSE WITHIN 1,000 FT OF A RWY.

Brief of Accident (Continued)

File No. - 2602

11/17/86

DANVILLE,VA

A/C Reg. No. N43905

Time (Lcl) - 0015 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. METEOROLOGICAL SERVICE - DISREGARDED - PILOT IN COMMAND
6. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2603 8/08/86 DUXSBURY,VT A/C Reg. No. N6341U Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR PARCEL EXPRESS	DESTROYED		Fatal	1	Injuries	
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-CRUISE					None	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 680FL	Eng Make/Model	- LYCOMING IGS0-540-B1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	MONTPELIER,VT			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	BURLINGTON,VT		BURLINGTON INTERNATIONAL	
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 - 23	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 2428
SE LAND,ME LAND	Months Since	Make/Model	- 53
	Aircraft Type	Instrument	- 52
		Multi-Eng	- 357
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A VFR FLIGHT FROM MONTPELIER, VT TO BURLINGTON, VT; A DISTANCE OF ABOUT 80 MIS. A MOUNTAIN RANGE IS BETWEEN THE TWO LOCATION. SHORTLY AFTER TAKEOFF THE PLT RADIOED BURLINGTON APPROACH CONTROL AND REQUESTED AN IFR CLEARANCE TO LAND AT BURLINGTON. HE REPORTED THAT HE WAS 10 MILES NW OF MONTPELIER. THE PLT WAS ASSIGNED A TRANSPONDER CODE. THE AIR TRAFFIC CONTROLLER THEN NOTICED THAT THE ACFT WAS NEAR A MOUNTAIN AT A UNVERIFIED ALTITUDE OF 3500 FT. THE CONTROLLER ALERTED THE PLT THAT HE WAS 2 MILES SOUTH OF A 4393 FT HIGH MOUNTAIN. THERE WAS NO RESPONSE FROM THE PLT. THE ACFT COLLIDED WITH THE EAST SIDE OF ETHAN ALLEN AT A HEIGHT OF 3580 FT. THE ACFT WAS ON A NORTHWEST HEADING AT IMPACT. VFR CONDITIONS OF 3800 FT BROKEN AND 4000 FT SCATTERED EXISTED AT THE TIME.

Brief of Accident (Continued)

File No. - 2603

8/08/86

DUXSBURY,VT

A/C Reg. No. N6341U

Time (Lcl) - 0800 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - OBSCURATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2648 12/03/86 BARRE,VT

A/C Reg. No. N6375U

Time (Lcl) - 0715 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-ENERGY AIR CENTER CHARTER	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	- AERO COMMANDER 680	Eng Make/Model	- LYCOMING ICS0-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	ON AIRPORT	
Method	MANCHESTER,NH		
Completeness	Destination	Airport Data	
Basic Weather	SAME AS ACC/INC	EDWARD F. KNAPP STATE	
Wind Dir/Speed		Runway Ident	- 35
Visibility		Runway Lth/Wid	- 5001/ 150
Lowest Sky/Clouds		Runway Surface	- ASPHALT
Lowest Ceiling		Runway Status	- WET
Obstructions to Vision			
Precipitation			
Condition of Light			

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 1745
SE LAND,ME LAND	Months Since	Make/Model	- 31
	Aircraft Type	Instrument	- 354
		Multi-Eng	- 345

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESS OBSERVED THE ACFT TOUCHDOWN ABOUT 2000 FEET DOWN 5001 FOOT RWY. THE RWY WAS REPORTED WET AND ICY IN SPOTS AT THE NORTH END ONLY. THE ACFT OVERRAN THE RWYS END AND WENT DOWN INTO A RAVINE ABOUT 25 FT BELOW RWY LEVEL. THERE WAS NO INDICATION OF MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 2648

12/03/86

BARRE,VT

A/C Reg. No. N6375U

Time (Lc1) - 0715 EST

Occurrence #1 OVERRUN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WET
 2. TERRAIN CONDITION - ICY
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 OVERRUN

Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DOWNHILL
 8. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2666 12/30/86 FAIRFAX,VT A/C Reg. No. N94336 Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	1	1	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

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	- UNK/NR		- 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	- SIMULATED FORCED LANDING
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1153	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 970	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 79	Last 90 Days- 58
		Multi-Eng - 28	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI REPORTED THAT HE HAD INITIATED A SIMULATED ENG FAILURE FOR THE STUDENT. THE STUDENT RESPONDED PROPERLY TO THE SIMULATED EMERGENCY AND LINED THE ACFT UP ON AN APCH TO A FIELD. AT 200 FT AGL, THE STUDENT WAS INSTRUCTED TO GO-AROUND AT WHICH TIME FULL POWER WAS APPLIED AND CARB HEAT WAS REMOVED. FLAPS WERE RAISED TO THE TAKEOFF SETTING AND THE ACFT STABILIZED BUT WOULD NOT CLIMB. THE CFI TOOK CONTROL OF THE ACFT AND SHORTLY THEREAFTER IT STALLED AND SPUN INTO THE FIELD.

Brief of Accident (Continued)

File No. - 2666

12/30/86

FAIRFAX,VT

A/C Reg. No. N94336

Time (Lcl) - 0930 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND(CFI)
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2718 3/31/86 DEXTERVILLE,WI A/C Reg. No. N23854 Time (Lcl) - 1030 CST

-----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	ON GROUND	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	WISCONSIN RAPID,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WISCONSIN RAPID,WI	Runway Ident - N/A
Wind Dir/Speed- 098/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 155
SE LAND	Months Since - UNK/NR	Make/Model- 43
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ON THE FOURTH FLIGHT OF THE DAY CARRYING RELATIVES IN THE VICINITY OF ANOTHER RELATIVES HOUSE THE PILOT ADMITTED THAT HE ALLOWED THE AIRSPEED TO DECAY DURING A 55 DEGREE BANK AND DID NOT RECOGNIZE AN IMPENDING STALL. WHEN THE AIRCRAFT STALLED THERE WAS INSUFFICIENT ALTITUDE TO AFFECT A RECOVERY BEFORE IMPACTING THE GROUND.

Brief of Accident (Continued)

File No. - 2718

3/31/86

DEXTERVILLE,WI

A/C Reg. No. N23854

Time (Lc1) - 1030 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT PERFORMANCE,TURN CAPABILITY - EXCEEDED
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2727

6/17/86

MILWAUKEE, WI

A/C Reg. No. N66345

Time (Lcl) - 2205 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-TAXI				
		Crew	0	0	0
		Pass	0	0	0
					1
					3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - BEECH C-23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LAWRENCE J. TIMMERMAN
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

Age - 19

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - PA28161

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 79	Last 24 Hrs	- 4
Make/Model-	6	Last 30 Days-	17
Instrument-	6	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FOR TAKEOFF THE PLT INADVERTENTLY TAXIED ONTO AN ACCESS ROAD AND STRUCK AND UNLIT SIGN. THE TAXIWAY HAD BEEN RESURFACED AND NO TAXI GUIDE LINES HAD BEEN REPAINTED.

Brief of Accident (Continued)

File No. - 2727

6/17/86

MILWAUKEE, WI

A/C Reg. No. N66345

Time (Lc1) - 2205 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT -
2. OTHER AIRPORT/RUNWAY MAINTENANCE - PERFORMED - AIRPORT PERSONNEL
3. BECAME LOST/DISORIENTED - INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2629 7/26/86 SHIOCTON, WI A/C Reg. No. N6567M Time (Lcl) - 1759 CDT

-----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	ON GROUND	Pass	1	0	0
Accident Occurred During -MANEUVERING			1	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4500
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-----

WITNESSES RPRTD THAT PRIOR TO THE ACDNT, THE ACFT WAS FLYING AT A VERY LOW LEVEL, NEAR TREETOP LEVEL, OVER RESIDENCES, A BALL PARK & A LAKE PARK. SUBSEQUENTLY, THE ACFT COLLIDED WITH A UTILITY POLE & TREES, THEN CRASHED INTO A PRIVATE RESIDENCE & BURST INTO FLAMES. THE ACFT WAS DESTROYED BY IMPACT & FIRE & THE RESIDENCE WAS EXTENSIVELY DAMAGED FROM THE COLLISION & POST-CRASH FIRE. WITNESSES RPRTD THAT THE ENG WAS OPERATING NORMALLY PRIOR TO THE ACDNT. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND DURING THE INVESTIGATION. A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.193%. THE PASSENGER HAD A BLOOD/ALCOHOL LVL OF 0.116%. THE PLT'S MED CERT WAS DATED 7/22/83.

Brief of Accident (Continued)

File No. - 2629

7/26/86

SHIOCTON,WI

A/C Reg. No. N6567M

Time (Lc1) - 1759 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. BUZZING - ATTEMPTED - PILOT IN COMMAND
 6. OBJECT - UTILITY POLE
 7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 8. OBJECT - TREE(S)
 9. OBJECT - RESIDENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7

Factor(s) relating to this accident is/are finding(s) 6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2632 8/01/86 OSHKOSH, WI A/C Reg. No. N52476 Time (Lcl) - 1302 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-FIXED
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 - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 280/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKEVILLE, NY
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WITTMAN FIELD
Runway Ident - 27
Runway Lth/Wid - 6166/ 150
Runway Surface - WATER
Runway Status - WATER - CHOPPY

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

Age - 58

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 784	Last 24 Hrs	- 5
Make/Model-	550	Last 30 Days-	UNK/NR
Instrument-	139	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE IFR FLT EXPERIENCED AN ENGINE FAILURE DURING THE LANDING APCH TO THE DESTINATION APRT IN OSHKOSH, WI, AND THE PLT DITCHED THE ACFT IN LAKE WINNEBAGO. EXAM OF THE ACFT SHOWED THAT THE ENG FAILED DUE TO FUEL EXHAUSTION. THE PLT REPORTED THERE WERE 60 GALLONS OF FUEL ON BOARD AT TAKEOFF. THE DITCHING OCCURRED 4 HOURS AND 32 MINUTES AFTER TAKEOFF. THE MANUFACTURER'S FUEL CONSUMPTION CALCULATION WAS 10.8 GPH FOR THE ACFT IN CRUISE FLT AT 5,000 FT MSL USING 75 PERCENT POWER WITH THE MIXTURE LEANED TO PROVIDE AN APPROPRIATE FUEL/AIR RATIO.

Brief of Accident (Continued)

File No. - 2632

8/01/86

OSHKOSH,WI

A/C Reg. No. N52476

Time (Lc1) - 1302 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2628 8/01/86 FOND DU LAC,WI A/C Reg. No. N137JM Time (Lc1) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - CAPETOWN BUILDERS GLASAIR RG	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - FSS		Last Departure Point	ON AIRPORT
Method - TELEPHONE		INDIANAPOLIS,IN	
Completeness - WEATHER NOT PERTINENT		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	FOND DU LAC COUNTY
Wind Dir/Speed- 260/007 KTS			Runway Ident - UNK/NR
Visibility - 20.0 SM	ATC/Airspace		Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Flight Plan - IFR		Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type of Clearance - IFR		Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN		
Precipitation - NONE	FULL STOP		
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,CFI	Current - YES	Total - 1784
SE LAND,ME LAND	Months Since - 5	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 397
		Multi-Eng - 16
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A COMPLETE ELECTRICAL SYSTEM FAILURE THAT WAS CAUSED BY A BROKEN WIRE AT AN ALTERNATOR TERMINAL. UPON EXTENSION OF THE HYDRAULICALLY OPERATED LANDING GEAR A SAFE GEAR DOWN INDICATION WAS NOT OBTAINED. ACTIVATION OF THE CO2 OPERATED EMERGENCY GEAR EXTENSION SYSTEM FAILED TO PROVIDE A SAFE GEAR DOWN INDICATION. THE PILOT WAS UNABLE TO COMMUNICATE WITH ANY FACILITY TO DETERMINE THE POSITION OF THE LANDING GEAR BECAUSE OF THE LOSS OF ELECTRICAL POWER. HE ELECTED TO LAND ON THE GRASS ADJACENT TO THE RUNWAY. THE GEAR WAS DOWN AND UPON TOUCHDOWN, THE NOSE GEAR COLLAPSED WHEN IT DUG INTO THE SOFT TERRAIN. THE AIRCRAFT THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2628

8/01/86

FOND DU LAC, WI

A/C Reg. No. N137JM

Time (Lcl) - 1615 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE
1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2621 8/01/86 MADISON,WI A/C Reg. No. N128RM Time (Lcl) - 1808 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	1	0
Accident Occurred During	-LANDING	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN T28D-FENNEC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7400
No. of Seats - 2

Eng Make/Model - WRIGHT R1820-56
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1100 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- 260/007 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
MADISON,WI
Destination
OSHKOSH,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - T28D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2200
Make/Model- 70
Instrument- 50
Multi-Eng - 100
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE AIRCRAFT WAS INITIALLY TAXIED FOR TAKEOFF, THE PILOT RETURNED TO THE RAMP AND STATED THAT HE WAS EXPERIENCING ENGINE PROBLEMS. HE INQUIRED AT AN FBO ABOUT CHARTERING AN AIRCRAFT TO TAKE HIMSELF AND HIS SON TO AN EXPERIMENTAL AIRCRAFT ASSOCIATION CONVENTION AT OSHKOSH, WI. MECHANICS LOOKED AT THE AIRCRAFT, BUT NO SPECIFIC PROBLEM WAS IDENTIFIED. THE AIRCRAFT THEN DEPARTED AND SMOKE WAS OBSERVED COMING FROM THE AIRCRAFT AS IT LOST POWER. THE PILOT ATTEMPTED TO RETURN THE AIRPORT, HOWEVER, THE AIRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY AND NOSED OVER IN A MARSH AREA.

Brief of Accident (Continued)

File No. - 2621

8/01/86

MADISON,WI

A/C Reg. No. N128RM

Time (Lc1) - 1808 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2639 8/05/86 OSHKOSH,WI A/C Reg. No. N17204 Time (Lcl) - 1228 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0
	Other	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHETEK,WI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

WITTMAN FIELD
Runway Ident - 27
Runway Lth/Wid - 6166/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Last 24 Hrs - 1
Make/Model- 900
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 10
Multi-Eng - 60
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SPL TFC MANAGEMENT PROGRAM WAS IN EFFECT FOR AN ANNUAL EAA FLY-IN, & A WAIVER TO FAA HANDBOOK 7110.65D WAS IN EFFECT WHICH ALLOWED FOR REDUCED SEPN BTN ACFT OPNG AT WITTMAN FLD. AS 2 ACFT WERE LNDG, THE PLT OF THE 1ST ACFT (CESSNA 177, N17204) WAS TOLD TO LND ON THE LAST HALF OF THE 6166' RWY, WHILE THE PLT OF THE 2ND ACFT (CESSNA 210, N732XV) WAS CLRD TO LND AT THE "NUMBERS." ALSO, TO ACCOMMODATE AN IFR ARRIVAL, BOTH PLTS WERE ADZD TO KEEP THEIR SPD UP DRG ARRIVAL. THE 1ST ACFT LNDD LEFT OF THE CENTERLINE ON ABOUT THE 1ST 1/4 OF THE RWY. ALTHO THE 1ST PLT LNDD SHORTER THAN INSTRUCTED, THE 2ND PLT CONTD HIS APCH (DID NOT GO AROUND) & LNDD SLIGHTLY RGT OF THE CENTERLINE. AFTER TOUCH DOWN, THE 1ST PLT BRAKED ALMOST TO A STOP & SAW A FLAG PERSON, WHO HE THOUGHT WAS WAVING FOR HIM TO EXIT THE RWY. HE TURNED RGT & CROSSED IN FRONT OF THE 2ND ACFT. AFTER LNDG, THE 2ND PLT WAS UNABLE TO MANEUVER OR DECELERATE SUFFICIENTLY TO AVOID A COLLISION. SUBSEQUENTLY, THE PROP & NOSE OF THE 2ND ACFT HIT THE RGT WING & AFT FUSELAGE OF THE 1ST ACFT.

Brief of Accident (Continued)

File No. - 2639

8/05/86

OSHKOSH,WI

A/C Reg. No. N17204

Time (Lcl) - 1228 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
 4. MANEUVER - IMPROPER - PILOT IN COMMAND
 5. OBJECT - AIRCRAFT MOVING ON GROUND
 6. CLEARANCE - NOT MAINTAINED -
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2639 8/05/86 OSHKOSH,WI A/C Reg. No. N732XV Time (Lcl) - 1228 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

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2
Other	0	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST CHICAGO,IL
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

WITTMAN FIELD
Runway Ident - 27
Runway Lth/Wid - 6166/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1337	Last 24 Hrs	- 6
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	225	Last 90 Days-	91
Multi-Eng -	52		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SPL TFC MANAGEMENT PROGRAM WAS IN EFFECT FOR AN ANNUAL EAA FLY-IN, & A WAIVER TO FAA HANDBOOK 7110.65D WAS IN EFFECT WHICH ALLOWED FOR REDUCED SEPN BTN ACFT OPNG AT WITTMAN FLD. AS 2 ACFT WERE LNDG, THE PLT OF THE 1ST ACFT (CESSNA 177, N17204) WAS TOLD TO LND ON THE LAST HALF OF THE 6166' RWY, WHILE THE PLT OF THE 2ND ACFT (CESSNA 210, N732XV) WAS CLRD TO LND AT THE "NUMBERS." ALSO, TO ACCOMMODATE AN IFR ARRIVAL, BOTH PLTS WERE ADZD TO KEEP THEIR SPD UP DRG ARRIVAL. THE 1ST ACFT LNDD LEFT OF THE CENTERLINE ON ABOUT THE 1ST 1/4 OF THE RWY. ALTHO THE 1ST PLT LNDD SHORTER THAN INSTRUCTED, THE 2ND PLT CONTD HIS APCH (DID NOT GO AROUND) & LNDD SLIGHTLY RGT OF THE CENTERLINE. AFTER TOUCH DOWN, THE 1ST PLT BRAKED ALMOST TO A STOP & SAW A FLAG PERSON, WHO HE THOUGHT WAS WAVING FOR HIM TO EXIT THE RWY. HE TURNED RGT & CROSSED IN FRONT OF THE 2ND ACFT. AFTER LNDG, THE 2ND PLT WAS UNABLE TO MANEUVER OR DECELERATE SUFFICIENTLY TO AVOID A COLLISION. SUBSEQUENTLY, THE PROP & NOSE OF THE 2ND ACFT HIT THE RGT WING & AFT FUSELAGE OF THE 1ST ACFT.

Brief of Accident (Continued)

File No. - 2639

8/05/86

OSHKOSH,WI

A/C Reg. No. N732XV

Time (Lc1) - 1228 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT OF OTHER AIRCRAFT
5. OBJECT - AIRCRAFT MOVING ON GROUND
6. CLEARANCE - NOT MAINTAINED -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2725 9/19/86 WISCONSIN RAPID,WI A/C Reg. No. N4909F Time (Lc1) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire ON GROUND

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D
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 - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 070/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SPARTA,WI
Destination
WISCONSIN RAPID,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ALEXANDER FIELD
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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
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-----

ATC HAD CLEARED THE AIRCRAFT FOR AN APPROACH TO AN AIRPORT WITH SEVERAL NONPRECISION INSTRUMENT APPROACHES AND TO MAINTAIN AN ALTITUDE UNTIL ESTABLISHED ON A SEGMENT OF AN APPROACH TO THAT AIRPORT. SHORTLY AFTER THAT TIME WITNESSES LOCATED 4.5 MILES NORTHWEST OF THE AIRPORT, HEARD THE AIRCRAFT PASS CLOSE BY AND THE SOUNDS OF IMPACT FOLLOWED BY AN EXPLOSION AND FIREBALL. IMC PREVAILED THRUOUT THE GENERAL AREA AND THE AIRCRAFT WAS ON AN IFR FLIGHT PLAN.

Brief of Accident (Continued)

File No. - 2725

9/19/86

WISCONSIN RAPID,WI

A/C Reg. No. N4909F

Time (Lcl) - 2015 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. INSTRUMENT APPROACH PROCEDURE - INACCURATE
 2. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

4. OBJECT - TREE(S)
 5. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2675

10/24/86

LA POINTE, WI

A/C Reg. No. N8360N

Time (Lcl) - 1747 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECH V35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-B/BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALMABLE
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
APPLETON, WI
Destination
LA POINTE, WI

Airport Proximity
ON AIRPORT

Airport Data

MADELINE ISLAND
Runway Ident - 04
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1356
Make/Model- 965
Instrument- 178
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A DEER DURING THE LANDING FLARE. THE PLT WAS ABLE TO MAINTAIN CONTROL OF THE ACFT AND COMPLETE THE LANDING EVEN THOUGH THE ACFT SUSTAINED SUBSTANTIAL DAMAGE TO THE RIGHT WING AND ITS ASSOCIATED STRUCTURE.

Brief of Accident (Continued)

File No. - 2675

10/24/86

LA POINTE, WI

A/C Reg. No. N8360N

Time (Lc1) - 1747 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WING - PENETRATED
2. LIGHT CONDITION - NIGHT
3. OBJECT - ANIMAL(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2726 12/18/86 MIDDLETON,WI A/C Reg. No. N12841 Time (Lcl) - 1635 CST

-----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

Fatal

Crew 0
Pass 0

Injuries

Serious Minor None

0 2 0
0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

Eng Make/Model - LYCOMING O-320E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 240/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1500 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
MOREY,WI

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 - NONE
Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP
SIMULATED FORCED LAN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND,SE SEA

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	15353	Last 24 Hrs	-	2
Make/Model	-	500	Last 30 Days	-	UNK/NR
Instrument	-	1150	Last 90 Days	-	182
Multi-Eng	-	4600	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE COMPLETION OF A PERIOD OF INSTRUMENT TRAINING AND WHILE RETURNING TO THE AIRPORT OF ORIGIN THE CFI ASKED THE PRIVATE RATED DUAL STUDENT TO DEMONSTRATE A SIMULATED FORCED LANDING TO THE RUNWAY. IN AN ATTEMPT TO LOSE ALTITUDE ON THE FINAL APPROACH THE DUAL STUDENT ALLOWED THE AIRSPEED TO DECAY DURING A SLIPPING MANEUVER AND THE AIRCRAFT STALLED. INSUFFICIENT ALTITUDE REMAINED TO ALLOW EITHER THE STUDENT OR THE CFI TO MAKE A RECOVERY BEFORE THE AIRCRAFT STRUCK SMALL TREES AND SLID THROUGH A DITCH. THE AIRCRAFT CAME TO REST SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2726

12/18/86

MIDDLETON,WI

A/C Reg. No. N12841

Time (Lcl) - 1635 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND(CFI)
3. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)
7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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. - 2619 12/30/86 GREENWOOD, WI A/C Reg. No. N9627M Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FLT TEST	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- MOONEY M20F	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - 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 - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</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>MEDFORD, WI</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>NEILLSVILLE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 411
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - J-3	Make/Model- 123
		Instrument- 2
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST ENGINE POWER DURING A DESCENT DUE TO A LOOSE THROTTLE LINKAGE AND THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD. ON LANDING ROLL THE AIRCRAFT STRUCK A REFLECTOR POST WITH THE RIGHT WING.

Brief of Accident (Continued)

File No. - 2619

12/30/86

GREENWOOD, WI

A/C Reg. No. N9627M

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - LOOSE
 2. MAINTENANCE, INSTALLATION - 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

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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